

June 3, 2004

TO: The Honorable Mayor and City Council Members

FROM: John Szerlag, City Manager

SUBJECT: Proposed I-75/Crooks/Long Lake Interchange Improvement Project;
Right-of-Way Agreement with Michigan Department of
Transportation (MDOT); and Request to Obtain
Independent Fee Appraisers

After the presentation at the May 10th Council meeting on the above referenced issue, Mayor and Council requested that more information be submitted for the June 7th, 2004 meeting. In addition to complying with the request, it's also important to restate the salient elements contained in this matter. Let's begin:

I. ACTIONS BY CITY COUNCIL AND SUBSEQUENT RESULTS:

Through its zoning authority, Council created an urban employment center in the Northfield Hills area. In tandem with this vision was also establishing a transportation network to support it.

Commercial development ensued and we currently have approximately 20,000 employees going to work in that area. In 2004, real and personal property tax dollars generated from the employment center will be \$14.7 million Dollars, of which \$2.9 million will be channeled to the City of Troy's General Fund as a revenue source.

In terms of establishing a transportation network to support the creation of urban employment center, work already performed includes a widening of Crooks Road, and Long Lake, and the paving of Tower and Corporate Drives. Some right-of-way was donated by property owners, and certain projects carried a special assessment as well.

The proposed interchange improvements are the last component needed to complete the transportation network for this area.

II. RIGHT-OF-WAY ACQUISITIONS/PRELIMINARY ENGINEERING

About 86% of the requisite right-of-way needed to construct this project is acquired, and City expenditures to date are \$2.9 million. In addition, the Michigan Department of Transportation (MDOT) has expended approximately two and a half million dollars on preliminary engineering.

With reference to project scope, MDOT developed drawings indicating the physical location of the ramps. These drawings are attached and will be explained in further detail by Acting Assistant City Manager Steve Vandette and Traffic Engineer John Abraham.

III. CURRENT STATUS

During peak traffic times the Crooks Road interchange is over capacity. On an average workday the intersection of Crooks and the I-75 ramps carry over 60,000 vehicles which causes traffic back-ups. The I-75 ramps alone at this interchange process 36,500 vehicles on an average workday, and this volume is greater than any interchange in the Grand Rapids central business district.

IV. PROJECT IMPACTS

From a traffic management perspective, the most important impacts of this project are:

- 1) Congestion is reduced; and
- 2) Traffic crashes are reduced

At the May 10th presentation, and with subsequent communications from interested parties, other concerns were raised. When assembled, these questions/concerns occupied about eleven pages. And in order to address these issues in a cohesive fashion without being redundant, I asked staff to categorize these issues into three main arenas:

A. Problem Solving

This is the most objective or measurable arena and pertains to defining the problem, analyzing the problem, generating a solution(s), which is based on objective criteria, and then implementing the solution. Of course, implementation is underpinned by economics.

B. Ancillary Arena

This arena is also objective in nature, but the outcome is such that it has no substantial impact on the preferred solution in the problem solving arena, which again, is based on objective criteria. As example, the noise impact generated from this project having a range of -2 decibels to +3 decibels is such that the solution of an interchange improvement as proposed should not be modified.

C. Subjective Arena

This arena consists primarily of an interpretation and/or misrepresentation of facts to support a predetermined position, and/or baseless insults against people with a different perspective. As little time as possible should be spent in this arena.

Within the context of the above three arenas are intervening variables. These variables need to be individually analyzed and then a determination needs to be made as to whether it affects the desired outcome in the problem solving arena, is ancillary to the primary definition of the problem, or is subjective. In hopes of clarifying this, let me give two examples:

- i. The noise analysis performed with the result of the proposed project having a decibel range of -2db to +3db was determined to be ancillary to the solution of an enhanced interchange. However, if that range were to be something like 20 db, the noise variable would have been enough to modify the proposed solution, ie. additional sound attenuators.

- ii. In the 1980's MDOT required a Square Lake connector in order to receive a grant for the interchange improvement project. This connector would have eliminated between 45 and 50 homes on Houghton Street. City Council determined that this intervening variable was of such magnitude that they delayed the project. Almost 15 years later the City and MDOT mutually agreed that a functional interchange improvement could still be achieved without the Square Lake connector. Therefore, no structures will be removed as a result of this project.

Traffic Engineer John Abraham, Real Estate and Development Director Doug Smith, Acting Assistant City Manager Steve Vandette, and Police Chief Charles Craft stand ready to delve into whatever detail you wish relative to their attached responses.

V. CITY MANAGEMENT ADVOCACY

In our professional organization, the City Manager and his staff are advocates of Council policy; and these policies are articulated by resolutions advanced by the governing body. All resolutions by City Council are in support of this project. This includes separate actions to purchase right of way, rezone property, and fund traffic studies. As a point of information, traffic congestion is identified as the number one concern of Troy residents according to the Market Measurement Survey performed in February of 2000 (also attached).

VI. NEXT STEPS (TO BE DETERMINED BY CITY COUNCIL)

Mayor and Council have the following choices:

1. Finish acquiring the Right of Way for this project ie. White Chapel (51,550 sq. ft.), Gale Company, (700 Tower bldg., 97,000 sq. ft.), other smaller miscellaneous easements and right of way all totaling just under 4 acres. This will involve executing a right of way agreement with MDOT, and giving authority to City Management to hire an appraiser to determine the value of these properties. Resolutions A and B in the agenda explanation provide this authority. Once right of way is purchased, the City and MDOT can pursue federal funding to construct the project. Once funds become available, a construction agreement between the City of Troy and MDOT would need to be executed.

2. Delay the Project.
3. Abandon the Project.

Should you wish to delve further into this matter, attached you will find the following:

1. Drawings of the proposed interchange improvement project.
2. Answers to questions raised at the May 10, 2004 Council Meeting as well as other communications received subsequent to that time.
3. Memorandum from City Attorney Lori Bluhm relative to development of Carlson Park and Glens Subdivision vis-à-vis proposed interchange improvement.
4. Report from Real Estate and Development Director Doug Smith relative to points of contact with White Chapel Cemetery.
5. Memorandum from Police Chief Charles Craft regarding criminal activity related to Freeway entrance/exit ramps.
6. Portion of Market Measurement Survey related to resident concerns.

In addition, you will also find attached a proposed right-of-way agreement with MDOT for the I-75/Crooks/Long Lake project (*Resolution A*); and a request to obtain independent fee appraisers for this project (*Resolution B*).

c: John Abraham, Traffic Engineer
Lori Bluhm, City Attorney
Charles Craft, Chief of Police
Laura Fitzpatrick, Assistant to the City Manager
John Lamerato, Assistant City Manager/Finance
Nino Licari, City Assessor
Hugh McNichol, Transportation Planner, MDOT
Doug Smith, Real Estate and Development Director
Cindy Stewart, Community Affairs Director
Steve Vandette, Acting Assistant City Manager/Services

SPECIAL
EARLY PRELIMINARY ENGINEERING

DIR
Control Section 63174
Federal Project #IM 9963(050)
Federal Item #KK 0856
Job Number 49565
Contract 92-0930

THIS AGREEMENT is made and entered into this date of _____, by and between the MICHIGAN DEPARTMENT OF TRANSPORTATION, hereinafter referred to as the "DEPARTMENT"; and the CITY OF TROY, a Michigan municipal corporation, hereinafter referred to as the "CITY"; for the purpose of fixing the rights and responsibilities of the parties in agreeing to the early preliminary engineering study necessary for the following improvements in the CITY, hereinafter referred to as the "PROJECT":

Early preliminary engineering study and preliminary engineering of the reconstruction of the existing Highway I-75/Crooks Road Connector interchange and the construction of a new interchange at Highway I-75 and Long Lake Road; together with the necessary connector distributor network to join these two interchanges together.

WITNESSETH:

WHEREAS, Highway I-75 and the Crooks Road Connector are both state trunkline highways under the jurisdiction of the DEPARTMENT; and

WHEREAS, the CITY has requested a study of the proposed highway improvement to facilitate traffic movements within the CITY; and

WHEREAS, 1951 PA 51, Section 18d(1), as amended, MCL 247.668, authorizes the DEPARTMENT to enter into contracts with other governmental units for improvements of state trunkline highways; and

WHEREAS, the proposed improvement, if constructed, would require the acquisition of additional right-of-way; and

WHEREAS, the parties hereto have reached an understanding with each other regarding the performance of the PROJECT work and desire to set forth this understanding in the form of a written agreement.

NOW, THEREFORE, in consideration of the premises and of the mutual undertakings of the parties and in conformity with applicable law, it is agreed:

1. The parties shall undertake and complete the PROJECT in accordance with this contract. The term "PROJECT COST", as herein used, is hereby defined as the cost of the early preliminary engineering study and preliminary engineering necessary for the proposed improvement as determined by the DEPARTMENT.

2. The PROJECT COST shall be met in part by agencies of the Federal Government. The balance of the PROJECT COST shall be charged to and paid by the DEPARTMENT.

3. As a condition precedent to the performance of the PROJECT by the DEPARTMENT, the CITY hereby covenants and agrees to:

A. Acquire, at no cost to the DEPARTMENT, any and all additional right-of-way required for the construction of the improvement anticipated by the PROJECT in the following locations:

(1) Any and all additional right-of-way required to construct the Long Lake Road interchange.

(2) Any and all right-of-way required to reconstruct the Crooks Road Connector interchange.

(3) Any and all additional right-of-way to construct the collector/distributor roads joining the Long Lake Road and Crooks Road Connector interchanges together.

B. The parties hereby covenant and agree that the cost of acquisition of the additional right-of-way also includes the liability for and all costs associated with the remediation and clean up of any environmental degradation discovered at any time within the limits of said acquisition, which cost, obligation and liability the CITY assumes and undertakes, for the purposes of this agreement.

C. All properties acquired by the CITY in connection with the above shall be acquired in the name of the CITY.

4. All of the PROJECT work shall be done by the DEPARTMENT at no cost to the CITY.

5. Any and all additional right-of-way required for the PROJECT shall be as determined by right-of-way plans to be prepared by the DEPARTMENT and approved by the Federal Highway Administration.

6. In connection with the performance of PROJECT work under this contract the parties hereto (hereinafter in Appendix "A" referred to as the "contractor") agree to comply with the State of Michigan provisions for "Prohibition of Discrimination in State Contracts", as set forth in Appendix "A", attached hereto and made a part hereof. The parties further covenant that they will comply with the Civil Rights Acts of 1964, being P.L. 88-352, 78 Stat. 241, as amended, being Title 42 U.S.C. Sections 1971, 1975a-1975d and 2000a - 2000h-6 and the Regulations of the Department of Transportation (49 C.F.R. Part 21) issued pursuant to said Act, including Appendix "B" attached hereto and made a part hereof, and will require similar covenants on the part of contractor or subcontractor employed in the performance of this contract.

7. This contract shall become binding on the parties hereto and of full force and effect upon the signing thereof by the duly authorized officials for the CITY and for the DEPARTMENT, and upon the adoption of a resolution approving said agreement and authorizing the signatures thereto of the respective officials of the CITY, a certified copy of which resolution shall be attached to this contract.

IN WITNESS WHEREOF, the parties hereto have caused this contract to be executed the day and year first above written.

CITY OF TROY

MICHIGAN DEPARTMENT
OF TRANSPORTATION

By _____
Title:

By _____
Department Director MDOT

By _____
Title:

June 1, 2004

RECEIVED

JUN 02 2004

CITY OF TROY
CITY MANAGER'S OFFICE

TO: John Szerlag, City Manager

FROM: Steven J. Vandette, Acting Assistant City Manager/Services
Douglas J. Smith, Real Estate & Development Director
Patricia A. Petitto, Senior Right of Way Representative

SUBJECT: AGENDA ITEM – REQUEST FOR APPROVAL TO RETAIN THE
PROFESSIONAL SERVICES OF INDEPENDENT FEE APPRAISER(S)
TO APPRAISE PROPERTY FOR THE I-75/CROOKS/LONG LAKE
INTERCHANGE IMPROVEMENTS

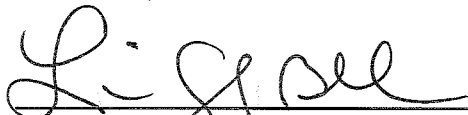
After reviewing preliminary plans for the above referenced project it is estimated that we will need to acquire fee simple right-of-way from 5 parcels and grading permits from 9 parcels for this project. The State's design engineers should be delivering legal descriptions in the near future and as soon as this information is received we would like to begin the appraisal process.

In order to expedite this work, it is requested that City council approve the awarding of an appraisal contract(s) and payment(s) in an amount not to exceed \$40,000 for appraisals pertaining to the acquisition of property for the I-75/Crooks/Long Lake Interchange Improvements, under the following conditions:

1. The State Certified Appraiser(s) awarded the contract(s) will be approved by the Troy Appraisal Selection Committee and the State of Michigan.
2. The appraiser(s) must guarantee the work product meets all state and federal guidelines and can be delivered to the City of Troy within 60-90 days of authorization to proceed. Also, the appraisal report fees must be determined fair and reasonable by the Real Estate & Development Department, the City's Review Appraiser and the City Attorney.

The money will come from the 2004/2005 Major Roads account.

Reviewed as to Form and Legality:


Lori Grigg, City Attorney

6/2/04
Date

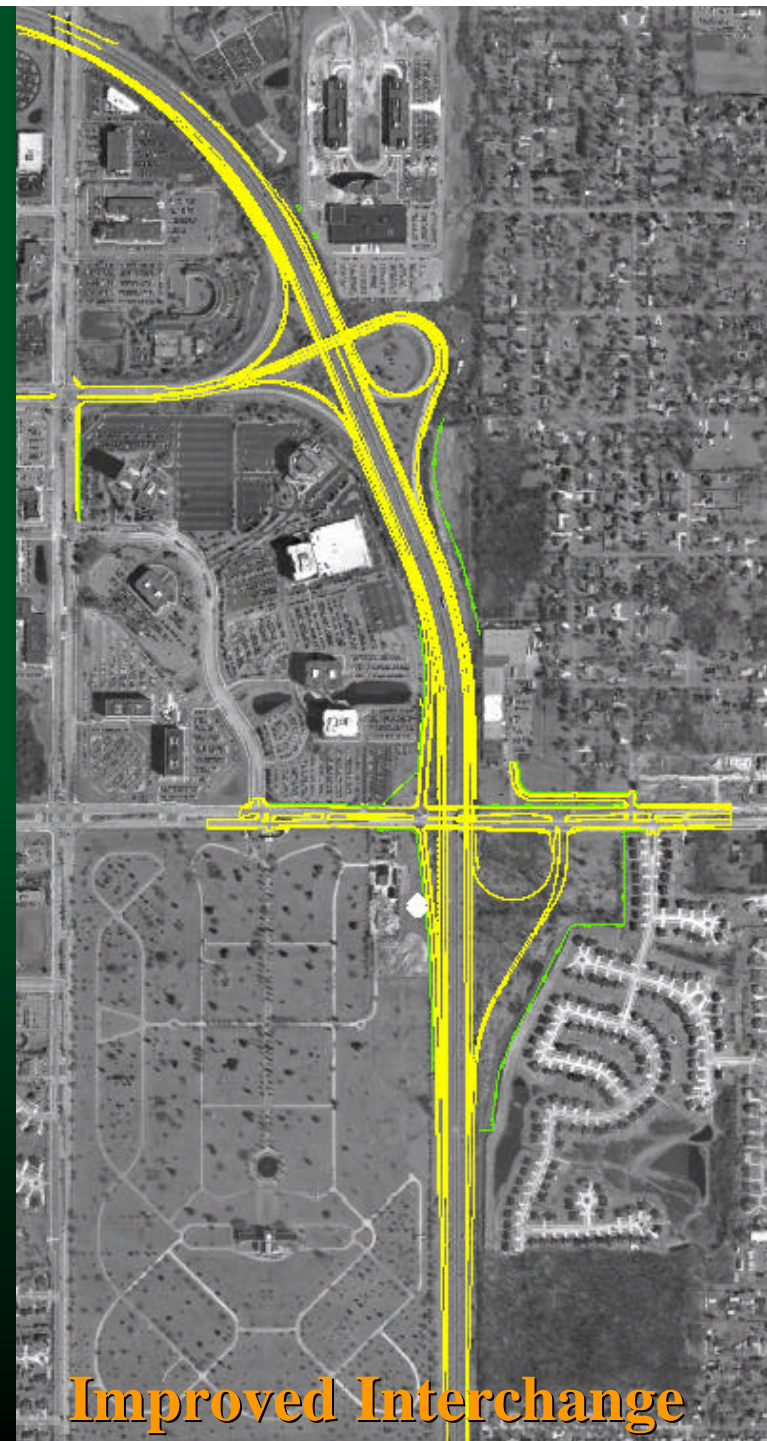
<u>SIDWELL #</u>	<u>OWNER</u>	<u>FEE RIGHT-OF-WAY</u>	<u>GRADING</u>
16-100-001	White Chapel	51,550 SQUARE FEET	34,848 SQUARE FEET
9-179-001	Barclay		8,973 SQUARE FEET
9-128-007	Delphi*	5,735 SQUARE FEET	8,077 SQUARE FEET
9-301-003	NBD	15,720 SQUARE FEET	11,320 SQUARE FEET
9-301-009	Felcor		337 SQUARE FEET
9-301-014	Gale & Wentworth		13,930 SQUARE FEET
9-301-015	Gale & Wentworth	5,612 SQUARE FEET	15,974 SQUARE FEET
9-301-012	Gale & Wentworth	91,637 SQUARE FEET	22,651.20 SQUARE FEET
9-451-018	Kamax		3,640 SQUARE FEET
9-452-015	McSwain	2,220 SQUARE FEET	3,700 SQUARE FEET
*Part of Consent Judgment (no appraisals needed)			
TOTAL		172,474 SQUARE FEET	123,450.20 SQUARE FEET



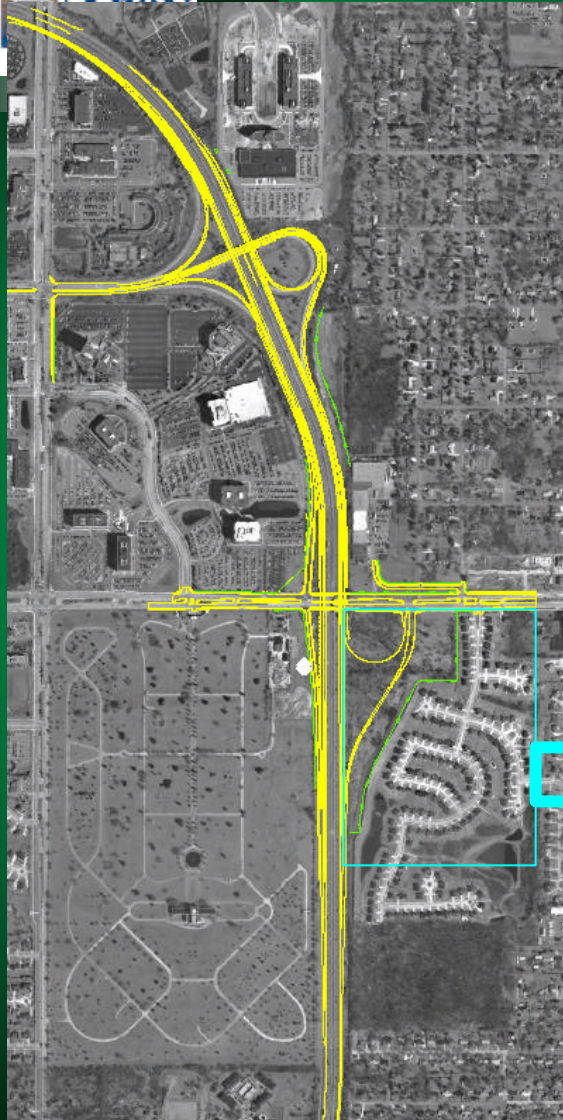
I-75 Crooks / Long Lake Interchange Improvement

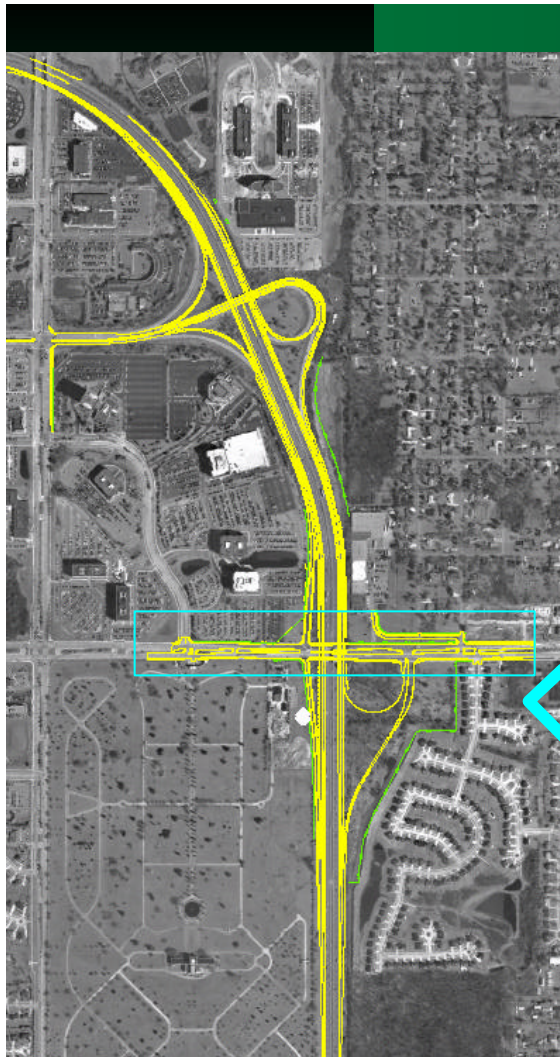


Existing Interchange



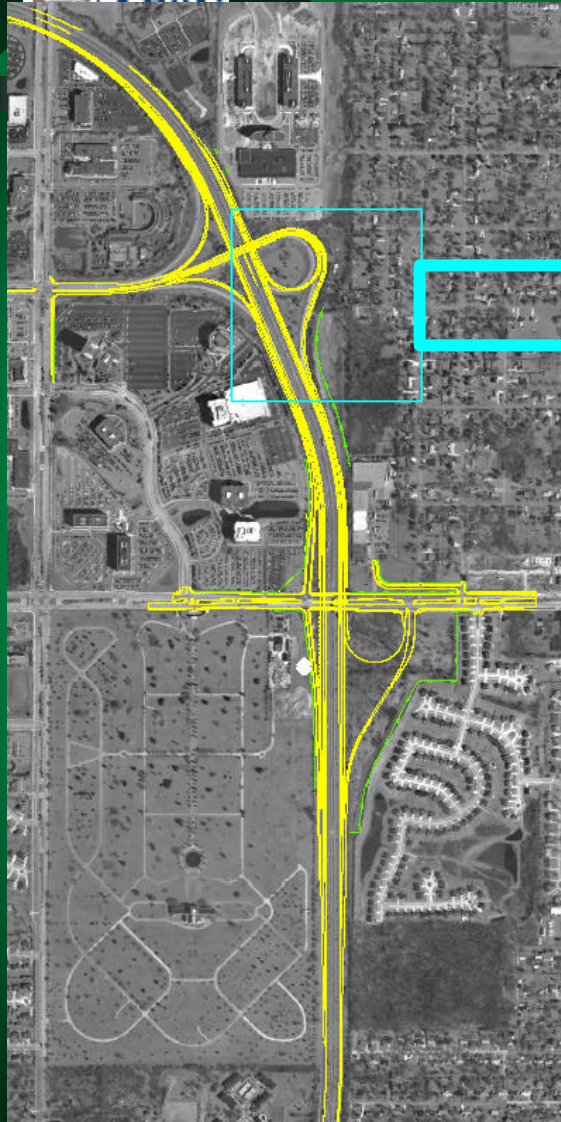
Improved Interchange

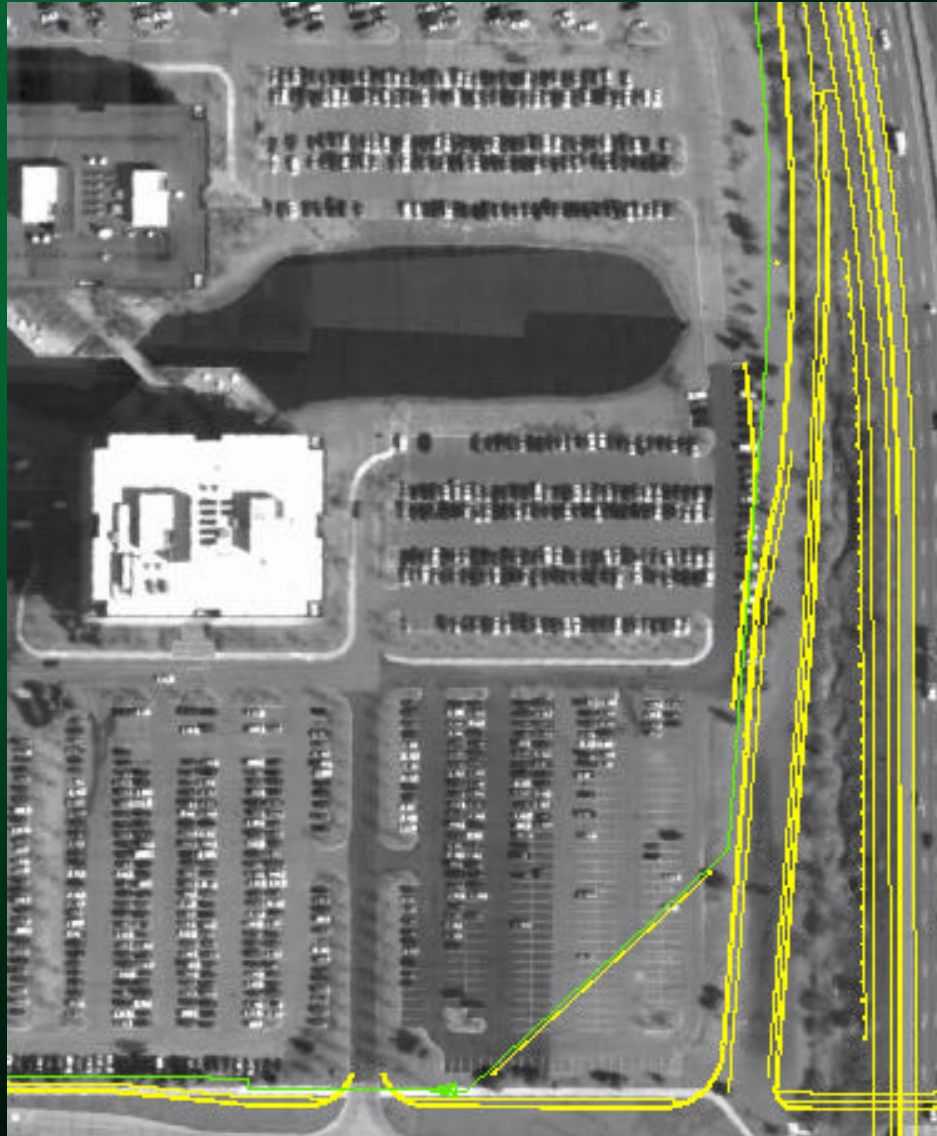
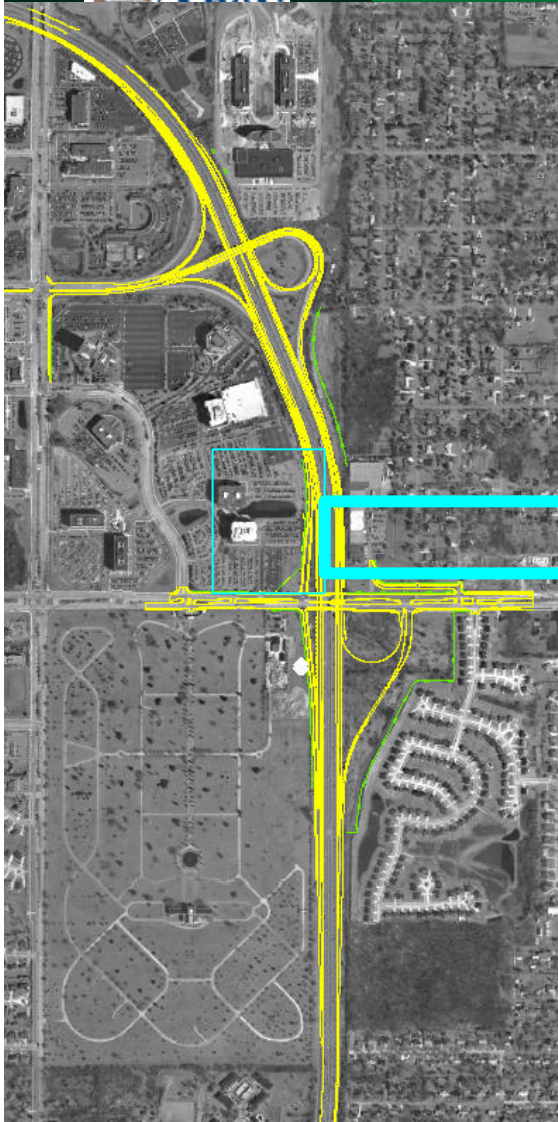


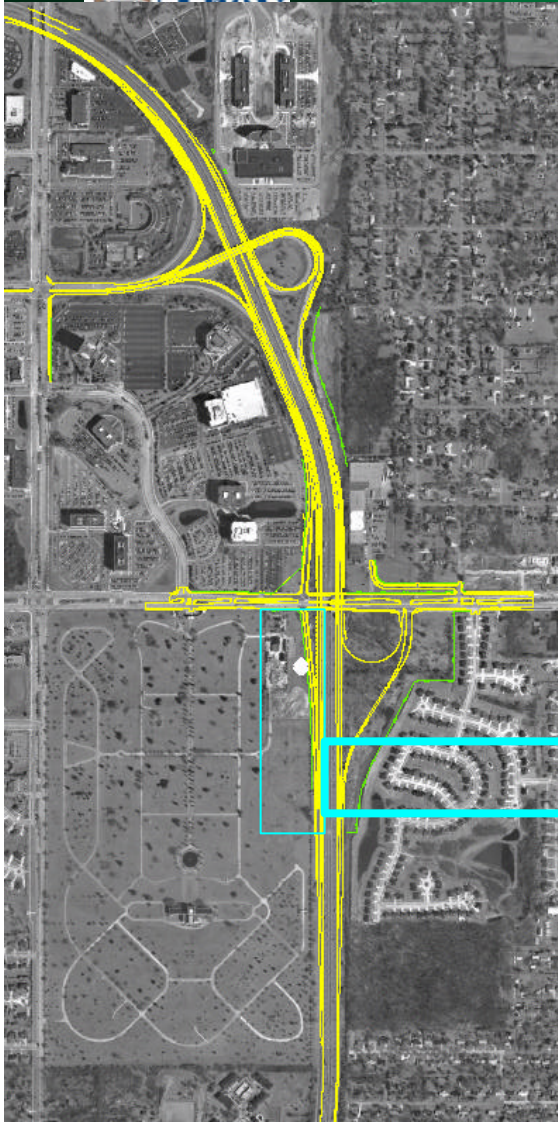


- Direct Left turn access to Carlson Park
- Roadway widening towards north to Minimal impact on Cemetery









**New
Mausoleum**



I-75 Crooks Long Lake Interchange
Responses to Questions from May 10, 2004 Study Meeting

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Primary Questions

1. Where are the traffic studies showing the need for the interchange? Where is the demonstrated need for this interchange?

- a. As presented at the Council study session on May 10, the origin of this project dates to the 1970s. The City's Master Plan from that time included an improved interchange to adequately serve traffic generated by future developments in this area as it developed in accordance with the zoning master plan.
- b. The "Northfield Hills Thoroughfare Plan" addressed the need for the interchange by concluding in the late 1970s, *"If all developments go in as planned, by 1983 the capacity of ramp connections will be exceeded, necessitating Interchange Improvements"*. The Master Zoning plan was intended to create a high intensive commercial node in the Northfield Hills area for a balanced tax base. As development occurred, other road components of the Northfield Hills Thoroughfare Plan were implemented using special assessment of the area's non-residential developments to pay for the widening of Crooks, Long Lake, paving of Corporate, Investment and Tower Drives.
- c. A City study in 1986 (City Council Resolution #86-132) concluded that (the need for) interchange improvement is imminent; the interchange is over capacity. The study also identified eight (8) conceptual plans for the interchange improvement.
- d. City commissioned a "CORSIM" (Corridor Simulation) traffic study in 2000 to help demonstrate to the Michigan Department of Transportation (MDOT) that the Square Lake connector component of the interchange improvement plan, as selected by MDOT, is not needed from a traffic standpoint. This connector would have eliminated 40-50 existing homes on Houghten Street. This study also showed that the current Crooks Road interchange operates over capacity.
- e. In 2004 the CORSIM model was updated with current traffic data and discussed at the study session of May 10, 2004. This study also shows that the interchange operates over capacity in 2004 and with projected 2025 traffic volumes, traffic delays will get worse in the future.

2. Who did the traffic projections for 2025. How was that done? Did it take into account office vacancies in the area?

Traffic projections for projects of this nature begin with the SEMCOG (Southeast Michigan Council of Governments – the metropolitan planning agency for the region) regional model. This model contains all major roads in the seven county SEMCOG area. The roadway information includes width of the roads, the speed limits on the roads, the numbers of traffic signals and their timing sequences.

The model is also loaded with census data. Several Census tracts are combined to create a Traffic Analysis Zone (TAZ). Each TAZ in the model fits within the boundaries of part of the roadway network. **(Example: the area bounded by Long Lake Road,**

Crooks Road, South Boulevard, and Rochester Road is one TAZ in the SEMCOG Model.) The model also uses both census data and survey data to create an Origin/Destination table. That table indicates what certain percentage of people who live within a specific TAZ (the origins) work in all the other TAZ's (the destinations) This table also includes an estimate of the number of people who both live and work in that single TAZ. The census and the survey data also include information that allows us to estimate the percentage of people within each TAZ that work day, afternoon, and midnight shifts, information about school starting and ending times. The model includes information about the percentage of people within each TAZ that drive, carpool, use transit, walk, or bicycle to work. The model also includes zoning information from all the communities in the SEMCOG region. In addition, all of the major employment centers, like auto factories, regional malls, and major office complexes are specifically located with in the TAZ's. **(Example: The Northfield Hills Office Complex will be the destination for 85% of the work destinations in the TAZ outlined above.)**

(Note: The model therefore does consider the travel pattern in the area that may not be just Freeway travel but also travel from suburb to suburb using local roads)

The model then estimates the total traffic on each link of the system for an average day. In addition, since most of our congestion problems occur during the morning or evening rush hour, the model is also run for those specific time periods. The model can estimate traffic on the system at any hour of the day. There are a few behavioral assumptions that are also built into the model. The first assumption is that all persons in the model area have perfect knowledge of the roadway system. The second assumption is that all commuters will always choose the shortest path in terms of travel time between their home and office. The third assumption is that as a road reaches capacity, the travel time increases causing some drivers to use other roads. After the model is run, the output is compared to actual traffic counts on the roadways. If the model's prediction does not closely match the observed traffic, then adjustments are made to the model to make it more closely replicate the real world. This adjusting process is called calibration. Once the model is calibrated we are ready to project future traffic.

The first step in projecting future traffic is to load in projected changes in population. These changes are based on US Census projections. In addition, SEMCOG makes changes according to zoning and master plans for the various communities in the area. SEMCOG surveys the communities to estimate either build out conditions, or a percentage of build out based on each community's growth plans / zoning master plans. SEMCOG also make changes to the road network in accordance with the region's long-range plan. If the projection is for 10 years, then all planned road improvements in the first 10 years of the long range plan are included....if it's a 20 year projection, then 20 years worth of improvements are made to the roadway network. **(Example: The future road network for this project assumed that I-75 was 4 lanes in each**

direction and that Crooks Road is a 4 lane boulevard (two lanes in each direction) from Square Lake Road north to M-59.)

For a project like the proposed improvement to the I75/Crooks/Long Lake Road interchange, we do a projection with and without the improvement in order to estimate the changes the project will make on the surrounding area. The future traffic in the model is compared to the model's projections for current traffic and a growth rate is established for each link in the system. Then those growth rates are applied to the actual observed traffic on each link in the system to give us the traffic projections that are used for the actual evaluations.

The SEMCOG regional model undergoes a major revision every 10 years when new census data becomes available, and a minor revision every 5 years based on US Census Bureau estimates. The road network in the model is adjusted every year to reflect actual road construction, and the future road network is adjusted whenever road projects are added or subtracted from SEMCOG's long and short-range transportation plan. The model is also adjusted to reflect both real and planned changes in the regional transit program.

In short, since current traffic was used as the base, and there is a 20% vacancy rate in the area, then yes, the future traffic also represents some degree of vacancy in the Northfield Hills area, but probably less than 20%.

3. *Why is the projected increase in traffic based only on businesses in the area?*

It isn't. As described above, projected future traffic is based both on expected changes in population, housing, and businesses.

4. *Why is there a 10-45% increase projected in traffic though there is very little land available for business development in the area?*

As explained earlier, future traffic is not just related to business developments in the immediate area of the developments. For example, Wattles Road has always been predominantly a 2-lane roadway of residential character, but traffic volumes on Wattles shows 20-35% increase over the past 20 years. (Please see the answer to the first question above for more details on how traffic projections are made.)

5. *What parameters went into the simulation model?*

Traffic Volume Parameters:

- peak hour traffic, turn volumes, turn percentages, origin-destination patterns, etc.
- Vehicle compositions (trucks/cars/buses/occupancy etc)

Roadway Geometry Parameters:

- Number of lanes, lane, turn bays, underpass/overpass, grade, sources of traffic, lane widths, median widths, etc.

Signal Timing Parameters:

- Cycle length, signal design, sensor details, right turn on red etc.

The simulation model shown at the May 10 study session is a much simpler model than the Transportation Planning model that was described earlier. Both the existing and expected future roadway networks are entered, with and without the proposed improvement. All of the traffic signals are entered along with their timing schemes. Current observed traffic is entered and projected future traffic is entered. At each intersection, the percentage of drivers that turn right or left is entered from actual observations. It is assumed that those percentages will not change in the future unless some change in the network would cause a change in those turning patterns. **(Example: Northbound Crooks Road at Long Lake Road- the same percentage of vehicles will turn left (westbound) at Long Lake Road under all the scenarios. The percentage of through traffic and right turning traffic will be unchanged without this project and will change with this project. Through movements decreasing and right turn increasing by the number of vehicles that desire to go south on I-75).**

As the part of calibrating the simulation model, existing condition simulation is validated in the field to find if the simulation is replicating what is out in the field. The model was developed by Hubbell, Roth and Clark for the City and was an update to the 2000 simulation model that they developed earlier.

6. *How was the fuel savings calculated? Did it take into account new technology, high mileage vehicles like fuel cell cars?*

The fuel savings are calculated in two ways. First the model calculates the total distances traveled with and without the proposed improvement. An average fuel economy number is used to estimate the total fuel consumed in traveling those distances. Secondly, the model calculates the total numbers of seconds that each vehicle is stopped at traffic signals with and without the improvement. A national fleet average fuel consumption number is used to estimate the amount of fuel burned during these delay periods. The savings in reduced miles driven is added to the savings from reduced delay time to give an estimate of fuel savings. This is done with both current and future traffic. Since it is impossible to predict when, and to what degree new technologies are introduced, they are not included in the model. However, if the fuel savings are reported as a percentage savings, and not as total gallons saved, then the savings become more technology neutral

It should be noted that the comparison of fuel consumption is made between the two scenarios:

- a. Projected traffic loaded to the roadway network assuming the interchange will not be built

- b. The same traffic loaded to the roadway network with the interchange in place.

Given that the same traffic is used for both scenarios, the effect of new technologies and high mileage vehicles does not change anything. The percentage of these high efficiency vehicles in both scenarios will be the same.

7. *How is the pollution impact calculated?*

Pollution impacts are calculated in a manner similar to fuel savings. The variables for pollution impacts are distances traveled, average vehicle speed, and total delay time. Pollution for each individual vehicle is calculated as it traverses the model and they are summed up for all the vehicles during the modeled period. As with fuel savings, if the pollution improvement is reported as a percentage, it is more likely to be technology neutral.

8. *Why not improve only the Crooks interchange and leave out Long Lake?*

The Crooks Road interchange was built in 1963 to accommodate traffic patterns generated by just one major traffic generator near the interchange. In the 60s Chrysler was planning to build their World Headquarters on Crooks immediately west of the interchange. The interchange design that was chosen at the time is what's known as a "trumpet" interchange. This design works well for ramps that funnel traffic to a single destination point (Chrysler World Headquarters), but cannot efficiently handle the traffic patterns that exist today. Since the World Headquarters was never built in Troy (Chrysler stayed in Hamtramck), all of the traffic from the interchange is funneled to Crooks Road where some traffic continues westbound but significant traffic volumes turn left and right onto Crooks. Therefore, today we see long delays and backups on the Crooks Road ramps during morning and evening peak hours. Over the years, a number of road improvements have been made to the ramps and at the intersection of Crooks and I-75 in an effort to correct those problems. These changes alone are not capable of resolving the kind of congestion problems that exist today or in the 2025 design year.

9. *Why is there a push for this interchange (Long Lake) when there is an underused exit (Crooks) only 1/2 mile north?*

The present proposal is NOT to add another interchange to I-75 at Long Lake; it is designed to enhance the interchange at Crooks. The existing Crooks Road interchange was not designed to handle the type of traffic movements we have today, particularly the turning movements. The interchange project will include Collector-Distributor (C-D) roads such that traffic bound for this area will branch off separate from mainstream I-75 and exit at either Long Lake or Crooks. Traffic from Crooks and Long Lake bound for I-75 will also use these C-D roads and enter I-75 at one point. The number of accesses to I-75 will be the same as what we have today. For example, northbound traffic bound for this area will get off I-75 and drive on the C-D road in

advance of Long Lake Road; traffic bound for Long Lake will branch off of the C-D road and go towards Long Lake while Crooks Road traffic will continue on the C-D road and branch off of the C-D road to access Crooks Road. Similarly, traffic intending to go onto I-75 from Long Lake or from Crooks will first use a ramp to meet the C-D road and finally the C-D road carrying Crooks and Long Lake motorists will merge onto I-75. With this enhancement, the Crooks Road interchange that services this area will be improved to a more efficient and complete interchange. Again, it will still function as one interchange with a system of C-D roads to make it more efficient.

The existing interchange does appear to be underused during non-peak periods. This is true on many major roads and interchanges. These roadways are built in such a way that there is a balance between handling traffic during the peak periods and off peak periods. Excess capacity during non-peak periods is a common condition in urbanized areas. The existing interchange is operating beyond its capacity during the morning and afternoon peak periods and has been for many years.

10. How will this project benefit Troy residents?

Major benefits of this project are reduced congestion and reduced number of traffic crashes in this area. Delay at the area intersections will be reduced, that means less congestion for the residents and other motorists. Also, less congestion means less cut through traffic in residential areas. Furthermore, less congestion means fewer crashes in the area.

This project is one of the last components that will complete long range road planning in this area, therefore, will provide complete infrastructure for the Northfield office area. The Northfield office provides a significant tax base to the City. This employment center has been planned for 30 years and contributes significantly to the very low tax rate that property owners within Troy enjoy.

During existing peak hours, traffic backs up into through lanes of I-75 and slows down mainstream I-75 traffic. When this occurs, a percentage of motorists seeing backups / slowdowns on the through lanes of I-75 will opt to take an earlier exit and use major roadways to get to work, loading our major roads. This may also at times result in some motorists using residential roads to get to their destinations in the Northfield Hills area. As a result of this interchange improvement, traffic will move smoother on the C-D road and the ramps. With no ramp backups, I-75 will flow better, eliminating the need for motorists to take any alternate routes to get to the Northfield Hills area. Therefore, though the primary benefit is to reduce congestion in this area, there will be many secondary benefits to the City's overall transportation network.

Additionally, it will expedite the comings and goings of not just the people who work in Troy (and do not live here), it will expedite the comings and goings of the people who do live here, yet work somewhere else. This will help many Troy residents who either work here, do business in the area, visit their doctor, go to the health club, eat dinner,

shop in the retail development, have children or activities at the high school, have guests and/or relatives at the hotels, etc. In general, any improvement in safety and traffic flow is a tremendous benefit to the community.

Also, the benefits of reduced fuel consumption and air pollution were all presented at the May 10th study meeting.

11. *Who is driving this proposal?*

The Michigan Department of Transportation (MDOT) is responding to a request from the City of Troy. The City has been working with MDOT on this project, per City Council direction.

12. *Why not construct service drives instead of C-D roads?*

The proposed interchange will have Collector-Distributor roads (C-D Roads) that essentially function as service roads, except without direct access from major roads, side streets and drive approaches. The C-D roads have a primary function similar to that of the expressway and have limited access points. The C-D roads proposed also serve a very important function since they “collect” traffic from both Crooks and Long Lake bound for I-75 and merges them to mainstream I-75; they also “distribute” traffic that exits from mainstream I-75 and lead them to Crooks or Long Lake Roads. The result is the majority of vehicle weaving movements takes place on the C-D roads, rather than on main line I-75, thereby increasing traffic efficiency on I-75.

13. *Why not use the grass median area instead of adding C-D roads along the outside of the existing lanes?*

The median area is reserved for the future widening of I-75 from 3 lanes to 4 lanes. When constructed, the median ditch would be filled in and a barrier wall constructed between northbound and southbound I-75 to allow for the 4th lane in each direction.

14. *How are the Long Lake interchanges being designed?*

There are proposed on ramps and off ramps for both northbound and southbound I-75 from the C-D roads. The design of the ramps has been reviewed by MDOT, the City and the Federal Highway Administration (FHWA) for compliance with their standards and specifications. The current configurations minimize impacts to neighboring property while still moving traffic safely and efficiently.

15. *What is the impact of Long Lake traffic with new stoplights and Michigan U-Turns?*

The majority of the project area along Long Lake Road is already a boulevard. Boulevard cross-sections are safer, more efficient and can move larger volumes of traffic than a comparable five-lane road. New traffic signals at the ramps will help manage traffic and facilitate better traffic flow. In addition, traffic signals, when placed where warranted, help provide gaps in traffic for vehicles to enter Long Lake Road. A boulevard cross-section also is easier and much safer for a motorist to make a left turn, as they must go right, with traffic, and then enter a median turn lane and complete their U-turn to go left. This is a considerably safer movement than attempting to cross through traffic to make a traditional left turn.

16. *How will the Glens subdivision entrance be impacted?*

Currently, westbound traffic to the Glens and Carlson Park must pass the subdivision entrance and then use the crossover west of the entrance and make a u-turn through the median to travel eastbound to the subdivision entrance. Eastbound traffic uses the right turn lane to access the subdivision.

The proposed improvements to Long Lake Road would retain the boulevard cross section on Long Lake Road with some modifications at the entrance. The existing crossovers would be shifted to the west and a dedicated crossover for direct left turns (for westbound traffic) into the subdivision would be constructed. Eastbound traffic would still use a right turn lane to access the subdivision. There may be an increase in traffic, however, since Long Lake has been widened to the section called for by the master thoroughfare plan, traffic volume increases related to the interchange improvement can be effectively handled.

17. *How will the Glens / Carlson Park subdivisions be avoided as becoming the short-cut thoroughfare to go south on Livernois?*

Cut through traffic in residential subdivisions occurs when major roads are congested and a motorist believes they can get to their destination faster by using another route. In order to get from Long Lake Road to Livernois through the Glens/Carlson Park subdivision a motorist would have to take the following public streets: Carlson Park to Falling Brook to Plaid to Heatherbrook to MacLynn to Bonniebrook to Duncan and finally access Livernois. The City cannot prohibit motorists from using public roads in the City. With the improvements to Long Lake Road as part of the project and also improvements already made to the east, traffic is not anticipated to create major backups, which may cause cut through traffic. The route through the subdivisions follows a long and winding route with many starts and stops, which does not appear to save any time for a motorist who desires to travel south on Livernois.

18. *When we moved into the subdivision (Glens) – we moved there because it is calm and quiet and beautiful?*

When The Glens subdivision was built, I-75 existed on the western border of the development beyond the large 20 foot high berm and fence. The City purchased property from the subdivision developer for the specific purpose of constructing an interchange at the southeast corner of Long Lake and I-75. This future interchange area was prominently delineated on the subdivision plat and engineering plans for the subdivision development. In addition, the City placed a sign on the south side of Long Lake near I-75 stating that the property was reserved for a future interchange project. The interchange will not cause the removal of the berm (the City paid for a part of the cost of this berm to provide a physical barrier between the subdivision and future ramps) or fence along the western border of the development. No additional property is needed along the subdivision for the proposed improvements.



19. *Has the wording on the sign on Long Lake changed since it was installed in the early 1990s?*

No. The sign is the original sign that was installed in 1992 with the exception that the projected construction date was covered up, previously it read "1999".

20. *What is the impact of the project on Long Lake east of Livernois.*

Hubbell Roth and Clark, Inc., Consulting Engineers, modeled and simulated traffic for this area based on traffic numbers obtained from SEMCOG and MDOT. The following

table shows the traffic volumes on Long Lake just east of Livernois Road, for various time periods. It can be seen from the table that the future traffic volume on Long Lake, east of Livernois Road, reduces with the interchange.

**Long Lake Traffic Volumes
East of Livernois Road**

Time Period	AM Peak	PM Peak
Existing 2000	2198	2794
Future 2025 With out Interchange	3700	5300
Future 2025 With Interchange	2390	4790

21. *Why are alternate commuting options not considered by the City?*

The City has been working with major employers to encourage flex-time, compressed work weeks and other commuting options such as carpools / vanpools over the past several years. These options fall under the broad umbrella of “Transportation Demand Management (TDM) Strategies”. The City of Troy is developing a Request for Proposal (RFP) to hire a consultant to do a TDM study to develop a plan of action to further promote these traffic reducing methods. It has been shown that these strategies may reduce peak hour traffic, however, it may not reduce it enough to eliminate capacity improvements such as this interchange improvement. The interchange improvement was justified even with 1986 traffic volumes and today we have 50-100% increase in traffic on the area roadways.

22. *What were the noise impacts at specific locations identified in the noise study?*

Please see Appendix A for the details of the noise measurements and future projected noise.

23. *How much money will Troy have to put forth for this project?*

Right-of-way (ROW) costs to date are \$ 2,906,000 which represents 86% of the ROW required for this project (Appendix C presents the details of the ROW acquisitions). Around 3.96 acres of ROW needs to be acquired in the future to complete the City's responsibility for all right-of-way costs associated with the project. The physical construction is to be funded by MDOT and is currently estimated at \$40,000,000. The City is responsible for 12.5% of this or \$5,000,000 based on Act 51 as a local match (similar to the local match for any other major road construction project). MDOT has also agreed to allow the use of a soft-match for our 12.5%. This soft-match allows the City to count right-of-way expenditures towards the 12.5% construction match. In

addition, the City will be responsible for items considered as non-participating, such as retaining walls and drainage above and beyond what is required for the project. These costs are not known at this time, but can be assumed to reduce the City's overall financial responsibility towards the right-of-way phase.

24. What is the financial impact on the City budget if the interchange is not constructed?

Currently the City of Troy enjoys a balanced tax base. The balance between residential and commercial properties allows the tax burden to be shared equally between businesses and residents. The result of this broad, balanced tax base is one of the lowest tax rates in Oakland County. This balance has been achieved by careful strategic planning over the years. The I-75 Long Lake Interchange project is the final project in a series of strategic transportation planning initiatives for that section of the City. Abandonment of this project would run counter to previous strategic planning decisions. And abandonment may jeopardize this balanced tax base by making Troy less appealing to businesses, particularly in the Northfield Hills area. As a result, more of the tax burden could be shifted away from business properties and onto residential properties.

The City of Troy engages in a practice of matching funds with the State. This practice has been followed with the I-75 Long Lake Interchange Project. Another budgetary implication of abandoning this project is that the City's credibility with the State will be damaged. This will negatively impact our chances at securing such funds for projects in the future.

25. What is the economic impact (for this year and future years) of proceeding with the project?

The I-75 Long Lake Interchange project sustains Troy an attractive place to both live and work by enhancing traffic management. This contributes to balancing the tax burdens evenly between residential and business properties. This balance allows Troy to enjoy a low tax rate.

26. What is the funding source for this project?

There exists a dedicated millage in the City's budget for capital projects. All road projects are funded by this fund.

27. Will there be a tax increase or special millage to cover the cost of the I-75 Long Lake Interchange project?

No, a tax increase is not anticipated to support this project. Funds will be budgeted as part of the Capital Projects Program.

28. *If it was such a good idea, why has it taken so long?*

This project was funded and would have been built in the late 1980s. However, at that time, the MDOT approved design required a Square Lake connector in order to go forward with the grant for the interchange improvement. This connector to Square Lake would have eliminated between 45 and 50 homes on Houghton Street. City Council determined that this intervening variable was of such magnitude that they delayed the project until MDOT agreed to eliminate the Square Lake connector. In 2001, about 14 years later, MDOT agreed to eliminate the connector.

29. *How can you allocate money for something that supposedly has not been decided?*

City Council did not approve the interchange project at the May 10, 2004 meeting. Rather, they approved the 2004-05 budget, which contained \$2,000,000 for the acquisition of right-of-way for the interchange project. This \$2,000,000 cannot be spent without specific approval by City Council. Any item included in the budget of \$10,000 or more must be approved by City Council prior to expenditure. If City Council decides not to move forward with the project, these funds could be moved to other areas of the budget. City management will be recommending to City Council to approve a right-of-way agreement with MDOT, which would commit the funds to the project if approved.

30. *Have you excluded public desires in the planning of this project?*

This project has been part of the City's plan for the past 30 years. It has been discussed at open meetings.

Additionally, traffic management is a common concern voiced by residents. In the last Market Measurement Residential Survey (February 2000), traffic was identified as a "dominant concern among residents." It was identified by the largest percentage as the City of Troy's "Primary Area for Improvement." Of fourteen City services, traffic had the lowest satisfaction rate (35%).

31. *Will Long Lake become like Big Beaver because people will use these exits and Long Lake runs between Orchard Lake and Van Dyke?*

The City's Master Thoroughfare Plan calls for Long Lake Road to be a Major Thoroughfare. Long Lake Road is significantly developed within Troy in accordance with the Master Land Use plan which sets zoning parameters along this corridor. The City has completed improvements along Long Lake Road from Coolidge Road on the west to Dequindre on the east. The Long Lake Road corridor outside of Troy has also been substantially developed. We would not expect to see significant traffic pattern changes outside the area specifically influenced by the proposed interchange project. Long Lake Road is currently a primary arterial and will remain a primary east-west route regardless of whether the interchange improvements are completed or not.

32. What will happen when all our main roads are 8 lanes wide? Why does Troy Management want to make Troy one huge thoroughfare?

Currently there are no plans to widen any of our major roads to 8 lanes. All of the capacity widening projects follow the City's Master Thoroughfare Plan. Consistent with City policy, Square Lake Road and Wattles Road will remain as predominantly 2 lane roads. Big Beaver, Maple, Long Lake are designated east-west major thoroughfares and they predominantly have at least 2 lanes in each direction to carry higher traffic volumes. Troy has been fortunate to apply for and receive state and federal grants so that our major thoroughfares could be reasonably improved to meet the needs of traffic in the City. Traffic congestion is the #1 concern of residents in the City and we are diligently working to pursue state and federal funds to implement projects for more efficient and safer traffic in the City. Troy management is an advocate of City Council policies and all of the projects that we implement reflect the City's overall direction that is set by the City's policy makers.

33. The percentage increase in traffic is based on growth of businesses, how much are businesses really going to grow?

Growth of businesses is only one component of the increase in traffic. The procedure for projecting traffic has been explained in an earlier response in this packet.

Today the vacancy rate stands at over 20%. The Troy market in the long run still remains a very competitive office environment and this is evidenced by the recent up turn in leasing activity such as TG North America and Rock Financial. This 20% plus employment rate is even greater when sub lease space that is being paid for, but is dark is considered and the available space within lease property where companies aren't fully utilizing it. It is reasonable to estimate that there are at least 19,000 employees in this area today. This is complemented by a large amount of vendor, supplier and customer traffic and the traffic generated by Lifetime Fitness, which boasts nearly 9,000 members. When one estimates what this area would be at full employment including the two vacant properties, one of 23 acres and one of just over two acres, the total employment in this area could easily exceed 25,000 employees. Thus, this area could experience nearly a 30% increase in traffic volume when fully built out and occupied. Even assuming reasonable vacancy rates, a full build out would still increase employees by 25% and the other complementary traffic that comes along with it.

34. Will any local roads be permanently closed as a part of the interchange project?

No. However, Deinmore and Daniels streets will be connected just north of Long Lake, similar to a service drive, with one access point at Wright street at Long Lake road. During the actual construction phase, there may be times that some of the local roads may need to be closed temporarily to facilitate construction. Access to existing

properties would be maintained, as required, by using part-width construction or alternating closures of these streets during construction.

Ancillary Questions

- 1. Why was an economic impact study not done for a project of this magnitude? How much more capacity can the Northfield Hills area maintain, was there an economic impact study done on this?***

Traditional cost/benefit analyses are rarely done on highway projects due to the complexities of measuring tangible benefits and assigning a dollar figure to the benefits.

First – The Department of Transportation receives no direct benefits from any improvement. In fact, to the extent that delay is decreased and there are fuel savings, the Department receives an additional cost in the form of reduced revenues (most of the road building funds come from gas tax revenues). If the department were to operate as a business – like many people advocate, it would be in our best interests not to expand any road.

The second challenge with trying to do a cost benefit analysis on a public good like a road project, is that many of the benefits, and some of the costs, are non-market goods. If this road project produces a 10% reduction in air pollutants – what is the value of the cleaner air to the residents in the area? And over how big of an area is that reduction detectable? Is a reduction in particulates more valuable than a reduction in carbon monoxide? Are greenhouse gasses more or less valuable than those that contribute to acid rain? Is a 3-decibel noise increase at the cemetery more damaging than a 3-decibel increase in a subdivision?

This project may or may not have a local economic impact. Will this project help to reduce the vacancy rate in the Northfield Hills area? Will this project attract additional businesses to this area? If so, from where? As a State agency, if those new tenants and new businesses come from elsewhere in the state, then there is no net benefit. By the same token, if not doing the improvement only causes some of the existing tenants to relocate elsewhere in the state of Michigan, then there is no net cost to the department or the state of not doing the project.

As shown in the CORSIM analysis, there are tangible benefits in terms of travel time, fuel consumption etc. Dollar figures in terms of benefits may be derived from these numbers. For example, the net time savings during the afternoon peak hour for the area is estimated to be around 1031 hours in terms of vehicle-hours. Assuming all vehicles have one occupant only, that translates to 1031 hours that are freed up for more productive work / free time for other activities. Even if the value of an hour of a person's time is averaged out at around \$10/hour, just the afternoon peak one hour cost savings will add up to $\$10 \times 1031 = \$10,310$. For a typical day the evening rush hour

may extend over 2 hours, resulting in time savings worth \$ 20,620. If we were to compute time savings for an entire day and then go onto compute it for an entire year, it would add up to millions of dollars every year. Again, this is just an example to show that if an economic analysis were to be done, empirical numbers may support the benefit of the project.

Crash reduction is another place where it is difficult to adequately cost out the saving from a road improvement. Estimates were that this project would result in approximately 35 fewer crashes per year, projected over 20 years, around 700 crashes would be saved, the savings in terms of lives, injuries and associated societal costs are not easily measurable.

2. *I just want you to understand that from 1989 to 2003 no one from the City consulted with White Chapel about this project, and in 2003 White Chapel asked the City what was going on!*

Attached (Appendix B) lists all contacts that were made with White Chapel including meetings dating back to 1986 and in 2003. As one example, there were a number of efforts in 2003 to contact White Chapel including conversations between Mr. Smith and both Mr. Krall and Dave Berry from Berry & Reynolds (White Chapel's attorney at that time). At a number of those contacts Mr. Berry indicated that the cemetery was unwilling to meet with the City until final right-of-way lines were available.

The proposed MDOT draft in September 2003 identified that the plans impacted the fence and it was immediately redesigned with the full knowledge of White Chapel to move the entire road north and not impact White Chapel from the main entrance to east of the caretaker's house. The January 10, 2004 letter from Doug Smith to Mr. Krall confirmed that there would be no existing graves that would need to be moved.

3. *Couldn't we use the money to fund other services, such as teachers, police, roads, etc.?*

The \$2 million budgeted to fund the right-of-way comes from the Capital Projects Funds. The funds could be used for other capital projects as they are in the Capital Fund. In addition, Council has the authority to modify the budget, which could include a transfer from Capital fund to General fund.

The money could not be used for teachers as funds for teachers fall under the school district, a separate governmental entity.

4. *How many high tech jobs have Automation Alley and real estate companies bought to us?*

Real estate companies are involved in almost every land transaction in this City. In terms of Automation Alley and high technology jobs, Automation Alley, Oakland County

and the State of Michigan through its Michigan Economic Development Corporation have been instrumental in working as partners with the local unit in attracting and retaining most of the companies that we have been involved with. Examples in the last few years are HTC Global, Axel Tech, Altair Engineering, INA (Sheffler Group), NBS. Most recently, and in both cases, for Rock Financial and TG North America, the County and Automation Alley were instrumental in helping attract these companies. Also, Automation Alley choosing Troy as its headquarters, will be a major component of retaining and attracting high technology companies in Troy. Certainly having the Technology Center, which is part of the SmartZone and is a product of Automation Alley's leadership, is going to help the City in supporting company growth locally and attracting companies because of the resource it represents.

5. *Is it possible that too many office buildings were built and that is why there are vacancies?*

Southfield and Troy represent 50% of the office market outside of downtown Detroit; therefore, whenever there is a recession Troy will experience significant vacancies as we have over the past 2 years. As trends of this past 4-month period have shown, as a recession ends, Troy will continue to be a very competitive office market.

6. *What effect will this have on funeral processions?*

The most significant traffic will be during the morning and evening rush hours. Since funerals are not generally conducted during these hours, the impacts on funeral processions should be minimal. With the addition of ramps on Long Lake Road, there will be more efficient access to and from the Cemetery.

7. *How did White Chapel ever get site plan approval for a mausoleum on the land the (state or whoever) would be taking for this interchange project?*

At the time that White Chapel was requesting site plan approval and building permits, the City did not have possession of the right-of-way and therefore could not legally prohibit White Chapel from proceeding. However, in written communications to White Chapel the City requested they move the mausoleum back from the expected right-of-way. White Chapel had copies of the preliminary interchange plans and the City indicated that if they did not set back from the expected right-of-way there would be problems with setbacks and that the City would have to apply for variances.

Subjective Questions

A few comments received in this area were insults and we did not respond to them.

APPENDIX A: Noise Levels (SOURCE: CH2MHILL / MDOT)

Noise Receiver	Existing	No-Build	Build	Difference
Location	Noise Level	Noise Level	Noise Level	Build/No Build
1	71	72	72	0
2	64	65	66	+1
3	72	73	74	+1
4	66	67	66	-1
5	66	67	67	0
6	69	70	---	**
7	71	72	73	+1
8	63	64	65	+1
9	75	76	76	0
10	75	75	76	+1
11	68	69	72	+3
12	73	73	75	+2
14	65	65	67	+2
15	65	65	67	+2
16	67	67	68	+1
17	61	62	61	-1
18	64	65	65	0
19	61	62	62	0
20	66	67	65	-2
21	61	61	62	+1
22	70	70	72	+2
23	66	67	65	-2

** This location would coincide with the proposed future northbound Long Lake Road off ramp.

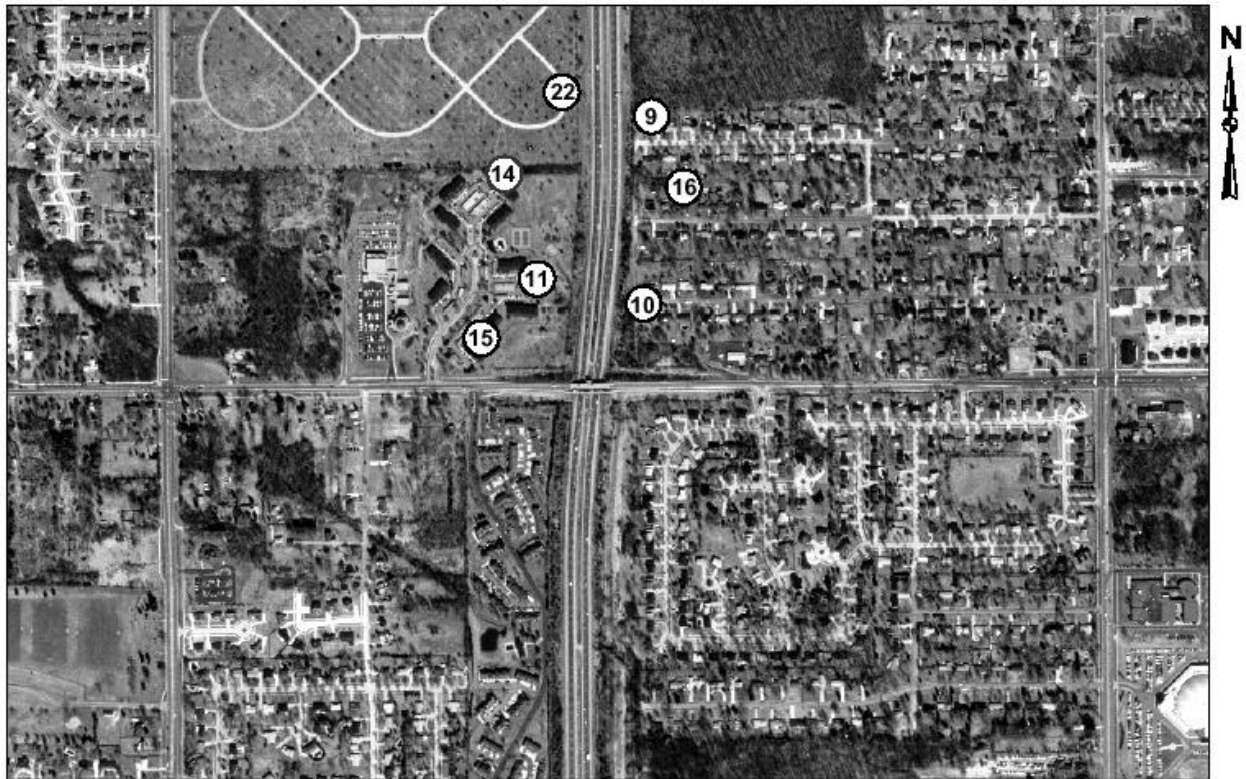
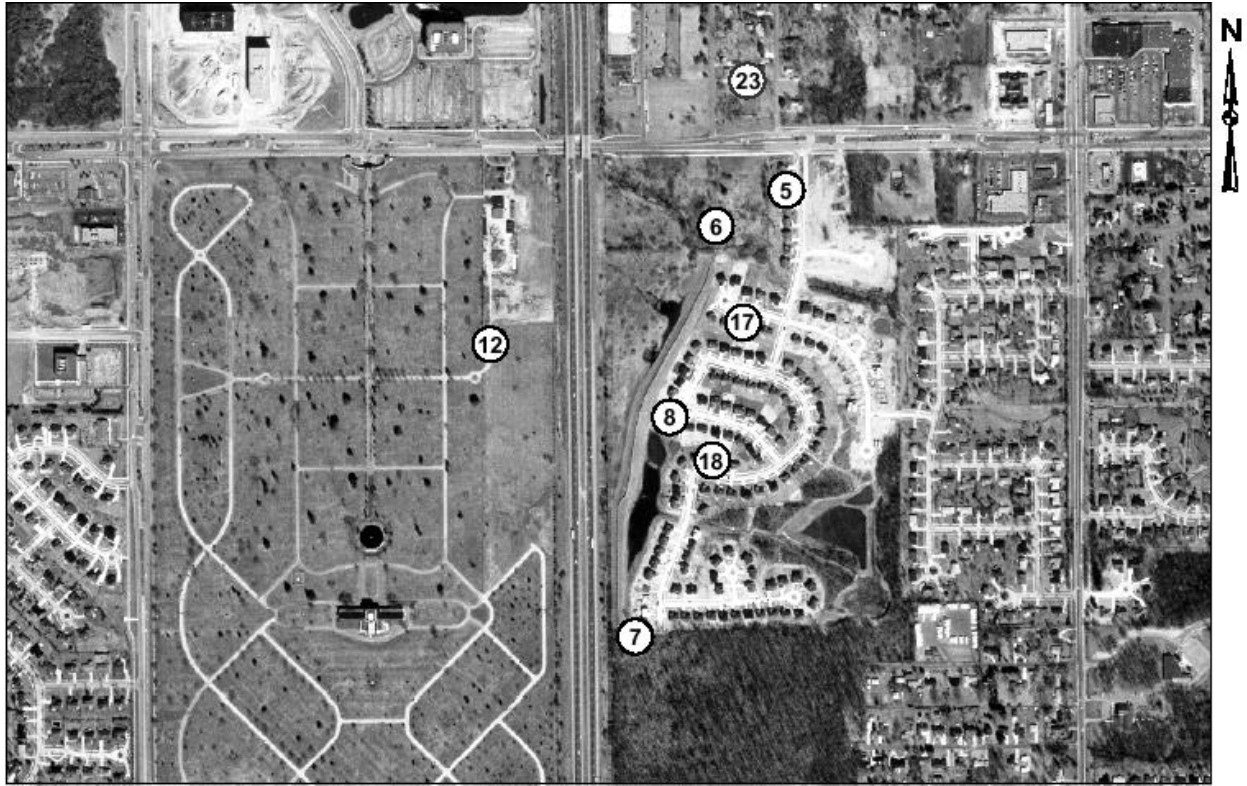
All measurements in decibels

Noise level Measurement locations are presented in the next page

Traffic noise levels were evaluated using the FHWA Traffic Noise Model (TNM) version 2.0 computer program. TNM is the latest analytical method developed for highway traffic noise prediction. The model is based upon reference energy emission levels for automobiles, medium trucks (2 axles), heavy trucks (3 or more axles), buses and motorcycles, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, atmospheric conditions, and the acoustical characteristics of the site.

RECEIVER LOCATIONS





APPENDIX B: INDEX OF CONTACTS WITH WHITE CHAPEL

- 05/09/86 – Met with Roy Bemis (White Chapel Superintendent) and survey crew to locate graves – Survey crew staked new ramp location – Mr. Bemis was concerned about access to Long Lake since excess dirt from new graves must be removed from east entrance – The Association feels it is important to have someone living in a house on cemetery property
- 05/15/86 – Called and advised Mr. Bemis that our Engineering Department is working on a new plan that will not take the caretaker's house.
- 05/20/86 – Meeting with Roy Bemis, Walter Greene (White Chapel Director); Donald Miller (Director & Attorney), David Krall (Treasurer & Director) and Alicia Worthley and Pat Petitto – The meeting was regarding the Northfield Hills corporation Center Project but they were shown a sketch of the proposed ramp area – They asked if they can acquire additional property south of the cemetery, would they be able to building maintenance buildings in R-1B zoning.
- 7/12/01 – Dave Berry (Berry & Reynolds, attorneys) advised White Chapel that they should allow surveyors on the property.
- 08/10/01 – Dave Berry sent letter requesting copies of plans and any other information that might be helpful for them to prepare for the meeting with Doug Smith.
- 08/24/01 – Left message for Dave Berry that plans are not ready yet.
- 02/22/03 – White Chapel submitted plans for mausoleum building permit (zero setbacks).
- 02/27/03 – Building permit denied.
- 03/11/03 – Doug Smith & Pat Petitto met with David Krall (White Chapel), Tony Rusciano (Plunkett & Cooney), Patricia Cwiek (Plunkett & Cooney) and Donald T. Root (Integrated Design Solutions).
- 03/11/03 – Pat Petitto sent note to Dave Krall thanking him for meeting with us and a copy of preliminary plans that he requested.
- 06/27/03 – Preliminary site plan application for the mausoleum submitted to the Planning Department.
- 08/03 – Mark Miller and Susan Lancaster conducted telephone conversations with Patricia Cwick (Plunkett & Cooney). As Cwick argued that site plan approval by the Planning Commission was not requires. Further, Ms. Cwick was notified of the I-75 interchange and right-of-way acquisition would be necessary.

08/07/03 – Planning Department issues preliminary site plan review report. The report notes that the City's Future Land Use Plan and Transportation Plan indicate an I-75 interchange along the White Chapel property.

08/12/03 – Planning Commission grants preliminary site plan approval for the mausoleum.

08/28/03 – Meeting with Dave Krall (White Chapel), David P. Krall (Plunkett & Cooney), Anthony J. Rucciano (Plunkett & Cooney), Tom Jay (MDOT), Lori Bluhm, Bill Huotari, Doug Smith & Pat Petitto – White Chapel requested a copy of the Environmental Assessment and the drainage study.

09/17/03 – Dave Burgoyne (Burgoyne Appraisal) stopped in and said that he has been hired by White Chapel.

01/05/04 – Submitted new plans for mausoleum building permit.

01/09/04 – Doug Smith sent letter to David Krall indicating that project is moving forward and that based on their input from previous meetings, MDOT has redesigned the interchange so that there will be no impact to the northern edge of the cemetery and have greatly reduced the amount of right-of-way needed for the ramp .

03/03/04 – Letter from David Krall to Mayor Pryor including reasons why White Chapel opposes the proposed ramp.

03/08/04 – Response to letter to Mayor from City Manager to David Krall including responses to all of David Krall's reasons for opposing the proposed ramp.

03/09/04 – City Attorney spoke with Anthony Rusciano representing White Chapel.

03/10/04 – Doug Smith called David Krall to inform him of FHWA ruling in favor of leaving maintenance drive open as "in only".

03/11/04 – Letter from David Krall responding to all of City Manager's comments in his letter of 3/8/04.

03/12/04 – Anthony Rucciano's letter response to phone conversation of 03/09/04 with Lori Bluhm .

04/02/04 – Second communication from Anthony Rucciano regarding FHWA issue and the placement of traffic counters.

04/05/04 – Planning Department grants final site plan approval for the mausoleum.

04/07/04 – City approved mausoleum plans.

APPENDIX C**I-75/CROOKS/LONG LAKE - RIGHT-OF-WAY ACQUIRED AS OF 5/4/04**

PARCEL	ACREAGE	YEAR ACQUIRED	COMPENSATION
Robertson Brothers Development	14.08 Acres	1996/1997	\$900,000
Delphi	.63 Acres	2000	First Amended Consent Judgment
Ahmadayya Movement in Islam	6.67 Acres	2002	\$1,357,000
Turowski-Long Lake, L.L.C.	2.55 Acres	2001	\$649,000
TOTAL	23.93Acres		\$2,906,000

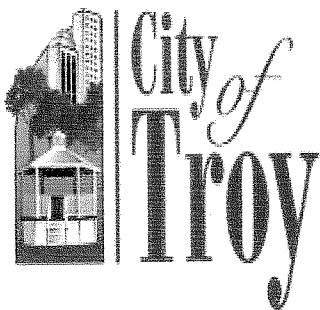
The City of Troy has acquired 86% of the fee right-of-way required for this project or 23.93 acres out of a total of 27.75 acres. Property previously acquired by MDOT is not included in these numbers.

****This also does not include the 1992 acquisition of property for the Long Lake Phase I project, East of I-75 to East of Falmouth. An additional 5 acres of property was acquired at a cost of \$820,000 to enable the construction of a four lane landscaped boulevard consistent with the area west of I-75 and in anticipation of the future I75/Crooks/Long Lake Interchange Improvements. The acreage and costs are over and above what would have been required for the construction of a 5-lane cross section.***

REMAINING ESTIMATED FEE RIGHT-OF-WAY ACQUISITION AREAS

<u>OWNER</u>	<u>SQUARE FEET OF FEE RIGHT-OF-WAY</u>
White Chapel	51,550
Gale Company	97,249
Other	23,675
TOTAL	172,474 or 3.96 Acres

Miscellaneous Re-grading and Temporary Construction Permits will also be required.



TO: Mayor and Members of Troy City Council
FROM: Lori Grigg Bluhm, City Attorney *LG*
DATE: June 2, 2004
SUBJECT: Property Adjacent to Carlson Park- I-75 Ramp Improvement Project

In 1995, the City of Troy acquired 14 acres of property from Robertson Brothers for the I-75 future exit ramp. This was prior to the construction of the residential developments now known as The Glens at Carlson Park and Carlson Park. The Residential Purchase Agreement for each of the approximately 160 homes in The Glens at Carlson Park and Carlson Park explicitly referenced the future exit ramp immediately to the west of the subdivisions. In Paragraph 23, Public Area, it states:

By closing on the purchase of a lot in the Subdivision, each Lot Owner acknowledges the existence of the easement and the planned future installation and construction of the exit ramp from I-75 and related facilities. Purchaser acknowledges and agrees that Purchaser shall have no basis for asserting, and covenants that he shall not assert, any claim or cause of action against Builder, the City of Troy or any other public authority as a result of the construction and use of the exit ramp nor the use of the easement area for any purpose consistent with the terms of the easement, all of which claims or causes of action are hereby knowingly and voluntarily waived by Purchaser.




According to paragraph 27, the agreement is binding upon the purchasers and their successors or assigns.

In addition, the Declaration of Covenants, Conditions, Restrictions, Easements and Liens for each subdivision, which is recorded with the Oakland County Register of Deeds, also expressly references the construction of a future exit ramp off northbound I-75 (Section 7.3).

If you have any questions concerning the above, please let me know.

June 2, 2004

TO: John Szerlag, City Manager

FROM: Steven J. Vandette, Acting Assistant City Manager/Services 
Douglas J. Smith, Real Estate & Development Director 
Patricia A. Petitto, Senior Right of Way Representative 

SUBJECT: Points of Contact with White Chapel Cemetery

Attached is a list of City employee contacts with White Chapel representatives. This list includes contacts back to 1986. Also attached is backup material relating to these contacts.

RIGHT-OF-WAY ACQUISITION

I-75/CROOKS/LONG LAKE RIGHT-OF-WAY ACQUIRED AS OF 5/4/04

<u>PARCEL</u>	<u>ACREAGE</u>	<u>YEAR ACQUIRED</u>	<u>COMPENSATION</u>
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The City of Troy has acquired 86% of the fee right-of-way required for this project or 23.93 acres out of a total of 27.75 acres. Property previously acquired by MDOT is not included in these numbers.

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White Chapel	51,550
Gale Company	97,249
Other	23,675
TOTAL	172,474 or 3.96 Acres

Miscellaneous Regrading and Temporary Construction Permits will also be required.

CONTACTS WITH WHITE CHAPEL

- 05/09/86 – Met with Roy Bemis (White Chapel Superintendent) and survey crew to locate graves – Survey crew staked new ramp location – Mr. Bemis was concerned about access to Long Lake since excess dirt from new graves must be removed from east entrance – The Association feels it is important to have someone living in a house on cemetery property
- 05/15/86 – Called and advised Mr. Bemis that our Engineering Department is working on a new plan that will not take the caretaker's house.
- 05/20/86 – Meeting with Roy Bemis, Walter Greene (White Chapel Director); Donald Miller (Director & Attorney), David Krall (Treasurer & Director) and Alicia Worthley and Pat Petitto – The meeting was regarding the Northfield Hills corporation Center Project but they were shown a sketch of the proposed ramp area – They asked if they can acquire additional property south of the cemetery, would they be able to building maintenance buildings in R-1B zoning.
- 7/12/01 – Dave Berry (Berry & Reynolds, attorneys) advised White Chapel that they should allow surveyors on the property.
- 08/10/01 – Dave Berry sent letter requesting copies of plans and any other information that might be helpful for them to prepare for the meeting with Doug Smith.
- 08/24/01 – Left message for Dave Berry that plans are not ready yet.
- 02/22/03 – White Chapel submitted plans for mausoleum building permit (zero setbacks).
- 02/27/03 – Building permit denied.
- 03/11/03 – Doug Smith & Pat Petitto met with David Krall (White Chapel), Tony Rusciano (Plunkett & Cooney), Patricia Cwiek (Plunkett & Cooney) and Donald T. Root (Integrated Design Solutions).
- 03/11/03 – Pat Petitto sent note to Dave Krall thanking him for meeting with us and a copy of preliminary plans that he requested.
- 06/27/03 – Preliminary site plan application for the mausoleum submitted to the Planning Department.
- 08/03 – Mark Miller and Susan Lancaster conducted telephone conversations with Patricia Cwick (Plunkett & Cooney). As Cwick argued that site plan

approval by the Planning Commission was not required. Further, Ms. Cwick was notified of the I-75 interchange and right-of-way acquisition would be necessary.

08/07/03 – Planning Department issues preliminary site plan review report. The report notes that the City's Future Land Use Plan and Transportation Plan indicate an I-75 interchange along the White Chapel property.

08/12/03 – Planning Commission grants preliminary site plan approval for the mausoleum.

08/28/03 – Meeting with Dave Krall (White Chapel), David P. Krall (Plunkett & Cooney), Anthony J. Rucciano (Plunkett & Cooney), Tom Jay (MDOT), Lori Bluhm, Bill Huotari, Doug Smith & Pat Petitto – White Chapel requested a copy of the Environmental Assessment and the drainage study.

09/17/03 – Dave Burgoyne (Burgoyne Appraisal) stopped in and said that he has been hired by White Chapel.

01/05/04 – Submitted new plans for mausoleum building permit.

01/09/04 – Doug Smith sent letter to David Krall indicating that project is moving forward and that based on their input from previous meetings, MDOT has redesigned the interchange so that there will be no impact to the northern edge of the cemetery and have greatly reduced the amount of right-of-way needed for the ramp.

03/03/04 – Letter from David Krall to Mayor Pryor including reasons why White Chapel opposes the proposed ramp.

03/08/04 – Response to letter to Mayor from City Manager to David Krall including responses to all of David Krall's reasons for opposing the proposed ramp.

03/09/04 – City Attorney spoke with Anthony Rusciano representing White Chapel.

03/10/04 – Doug Smith called David Krall to inform him of FHWA ruling in favor of leaving maintenance drive open as "in only".

03/11/04 – Letter from David Krall responding to all of City Manager's comments in his letter of 3/8/04.

03/12/04 – Anthony Rucciano's letter response to phone conversation of 03/09/04 with Lori Bluhm.

04/02/04 – Second communication from Anthony Rucciano regarding FHWA issue and the placement of traffic counters.

04/05/04 – Planning Department grants final site plan approval for the mausoleum.

04/07/04 – City approved mausoleum plans.

DOUG MISC/CORRES 2004/ White Chapel Contact List 05-28-04

May 21, 1986

TO: Richard F. Beaubien, Transportation Engineer
FROM: Patricia A. Petitto, Right of Way Representative
SUBJECT: Meeting With Representatives From White Chapel Memorial Association

On May 20, 1986, Alicia Worthley and I met with representatives from White Chapel Memorial Association regarding the Northfield Hills Corporate Center Project. They were shown a sketch of the proposed ramp area and expressed the following concerns:

1. They are worried about accidents at their entrance drives and possible lawsuits pertaining to those accidents. The plans for Long Lake Road do not show a boulevard in front of the entrances for the house and maintenance buildings. It is very difficult for vehicles to make a turn at this location now and it will be more difficult when the project is completed. They would prefer to have a boulevard and turnaround in this area. It would also help this problem and funeral traffic if there could be a light for eastbound traffic in front of the main cemetery entrance.
2. Mr. Bemis does not want to move so he is glad that we no longer want to take his house, but he would prefer that the ramp area begin further east so that he could keep his front yard and circular drive. They would like to see a plan showing where the actual pavement will be and a fence if there is going to be one.
3. If they can acquire additional property south of the cemetery, will the City allow them to build maintenance buildings in R-1B zoning?
4. Mr. Bemis wondered if we were aware of a 170 foot well at the northeast corner of the property. He also thought there was an old survey that indicates that the Crooks/Long Lake intersection is actually 13 feet south of the section line. I have advised Tony Perez about the well and he will have the survey crew locate it to see if it will be within the proposed right-of-way. Tony said that the intersection is about 3 feet south of the section line.

Respectfully,

Patricia A. Petitto

Patricia A. Petitto
Right of Way Representative

PAP:ct

cc: Alicia T. Worthley, Sr. Right of Way Representative

Douglas J Smith

From: Mark S Stimac
Sent: Friday, May 28, 2004 8:46 AM
To: Douglas J Smith
Subject: FW: Old Plans for White Chapel

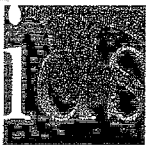
-----Original Message-----

From: Mark S Stimac
Sent: Tuesday, May 25, 2004 8:57 AM
To: Douglas J Smith; Lori G Bluhm; Mark F Miller
Cc: Steven J Vandette
Subject: Old Plans for White Chapel

Attached is the site plan that was submitted in February of 2003 for new mausoleums and maintenance buildings at White Chapel. This plan shows a different layout to the building than currently under construction. The permit was denied because they showed a 0' setback to the existing ROW line of I-75. There was never an application filed for a variance before the BZA.



621 W LONG
LAKE.pdf



Integrated Design Solutions February 22, 2003-

888 W. Big Beaver, Ste. 200
Troy, MI 48084
tel 248.823.2100
fax 248.823.2200

www.ids-troy.com

Mr. Mark Stimac
Plan Analyst
City Of Troy
Building Department
500 W. Big Beaver
Troy, MI 48084

Project Name: White Chapel Memorial Cemetery
New Mausoleum and Maintenance Facility

IDS Project No.: 02244-1000

Dear Mr. Stimac:

We are submitting two sets of preliminary Schematic plans for the construction of a new mausoleum and maintenance facility that we propose to construct on the east property line of the Cemetery. Both structures are vital to the continued operation of the cemetery and prevent continued hardship currently suffered. The plan is to construct the needed portion of the new mausoleum first, which requires a minor dimensional variance, and then to construct the new maintenance facility which does not require a variance to construct.

Please submit this request and these drawings for the variance.

Sincerely,

INTEGRATED DESIGN SOLUTIONS, LLC

Donald T. Root, AIA
Project Administrator

cc: D. Krall, WCMC
File

F:\2002\02244\1000\Corr\Ltr001.doc

RECEIVED

FEB 21 2003

BUILDING DEPARTMENT



500 West Big Beaver
Troy, Michigan 48084
Fax: (248) 524-0851
www.ci.troy.mi.us

Area code (248)

Assessing
524-3311

Bldg. Inspections
524-3344

Bldg. Operations
524-3368

City Clerk
524-3316

City Manager
524-3330

Community Affairs
524-1147

Engineering
524-3383

Finance
524-3411

Fire-Administration
524-3419

Human Resources
524-3339

Information Technology
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Library
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Parks & Recreation
524-3484

Planning
524-3364

Police-Administration
524-3443

Public Works
524-3370

Purchasing
524-3338

Real Estate & Development MS/pp
524-3498

Treasurer
524-3334

General Information
524-3300

February 27, 2003

Donald Root, AIA
Integrated Design Solutions
888 W. Big Beaver, Suite 200
Troy, MI 48084

Dear Mr. Root

We are in receipt of your application for a Building Permit to construct a new mausoleum and maintenance facility at the White Chapel Memorial Cemetery at 601 W. Long Lake.

This application does not meet the requirements set forth in the Zoning Ordinance for the following reasons:

The plans submitted show the construction of the new buildings right at the east property line along the I-75 expressway. Section 10.60.03 of the Troy ordinance requires a 50 foot setback from a major thoroughfare.

Therefore, unless you revise your plans to comply, we will be unable to issue this permit. However, if you so desire, you may make application to the Board of Zoning Appeals for relief of the requirements. Applications to the Board of Zoning Appeals must be submitted in duplicate with the established filing fee to the Building Department. This must be submitted at least two full weeks before the scheduled meeting date. The date for regular meetings is the third Tuesday of the month.

If you have any questions regarding the above, please feel free to contact me.

Sincerely,

Mark Stimac, R.A., C.B.O.
Director of Building & Zoning



Integrated Design Solutions, LLC
Architecture, Engineering, Interiors & Technology
685 New 15th Avenue, Suite 200, Troy, MI 48064
tel 248.623.2102 fax 248.623.2707
www.ids-troy.com

Elevation of Entire Complex

Scale: 1/8" = 1'-0"
1/4" = 1'-0"



White Chapel
Memorial Cemetery
Mausoleum & Mainline Bldg

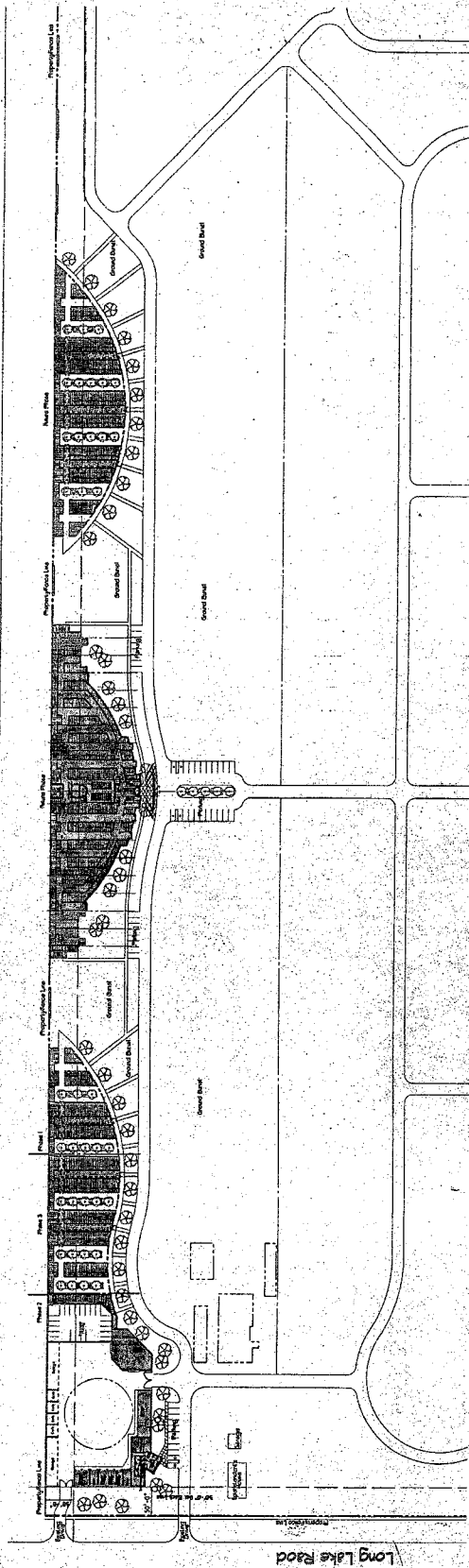
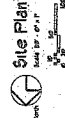
Troy, Michigan

Key Plan



Client: White Chapel Memorial Cemetery	Sheet: 01
Project: Mausoleum & Mainline Bldg	
Design: IDS	
Drawn: J. Smith	
Check: J. Smith	
Scale: 1/8" = 1'-0"	
Notes: See also sheet 02 for site plan.	
Revisions:	
1. 10/1/03	Issued for
2. 10/1/03	Verbal Request
3. 10/1/03	Verbal Request
4. 10/1/03	Verbal Request
5. 10/1/03	Verbal Request
6. 10/1/03	Verbal Request
7. 10/1/03	Verbal Request
8. 10/1/03	Verbal Request
9. 10/1/03	Verbal Request
10. 10/1/03	Verbal Request
11. 10/1/03	Verbal Request
12. 10/1/03	Verbal Request
13. 10/1/03	Verbal Request
14. 10/1/03	Verbal Request
15. 10/1/03	Verbal Request
16. 10/1/03	Verbal Request
17. 10/1/03	Verbal Request
18. 10/1/03	Verbal Request
19. 10/1/03	Verbal Request
20. 10/1/03	Verbal Request





RECEIVED
FEB 11 2004
IDS
Site Plan
Elevation of Complex



02244-1010
A.1

August 7, 2003

TO: The Planning Commission

FROM: Mark F. Miller, Planning Director 
Brent Savidant, Principal Planner 
Ronald Figlan, Planner 
Paula Preston Bratto, Planner 

SUBJECT: PRELIMINARY SITE PLAN REVIEW (SP 898) – Mausoleum addition at White Chapel Cemetery, south of Long Lake Road, east of Crooks and west of I-75, section 16 – R-1B.

GENERAL INFORMATION

Name of Owner / Applicant:

David Krall of White Chapel Memorial Cemetery.

Location of Subject Property:

The property is located on the south side of Long Lake Road, between Crooks and I-75, in section 16.

Size of Subject Parcel:

The parcel is approximately 205 acres in size.

Proposed Use of Subject Parcel:

The applicant is proposing to construct a mausoleum within the existing cemetery. In addition, the applicant is proposing to add a new equipment building, vehicle storage shed and provide an asphalt surface in the maintenance area.

Note that this project is within an area identified as an entrance ramp proposed for I-75. Sufficient right-of-way acquisition will be necessary in the future.

Current Zoning Classification:

The property is zoned R-1B One Family Residential.

Current Use of Adjacent Parcels:

North: Office/research.

South: Single family residential, St. Nicholas Greek Orthodox Church and Three Oaks Condominiums.

East: I-75.

West: Single family residential, office and daycare.

Zoning Classification of Adjacent Parcels:

North: R-C Research Center.

South: C-F Community Facilities, R-1B One Family Residential and Consent Judgment.

East: CR-1 One Family Residential (Cluster) and R-1B One Family Residential.

West: O-1 Office Building and R-1B One Family Residential.

Future Land Use Designation:

The property is designated on the Future Land Use Plan as Public and Quasi-Public (Cemetery).

ANALYSIS

Compliance with area and bulk requirements:

Lot Area: 15,000 square feet.

Lot Width: 100 feet.

Height: 2-½ stories or 25 feet.

Setbacks: Front: 40 feet.
Side (least): 10 feet.
Side (total): 25 feet.
Rear: 45 feet.

The applicant meets the area and bulk requirements of the R-1B District.

Off-Street Parking and Loading Requirements:

There is no standard in the Zoning Ordinance for cemeteries, nor is there a use with similar characteristics with a corresponding parking standard. The applicant is proposing an 11-space parking area near the mausoleum. Additional parking would be accommodated along the interior drives, which is typical of most cemeteries.

Vehicular and Non-motorized Access:

Access to the mausoleum is provided by a two-way entry drive on Long Lake Road.

Storm Water Detention:

The applicant is proposing to provide a detention area to the east of the proposed parking lot.

Natural Features and Floodplains:

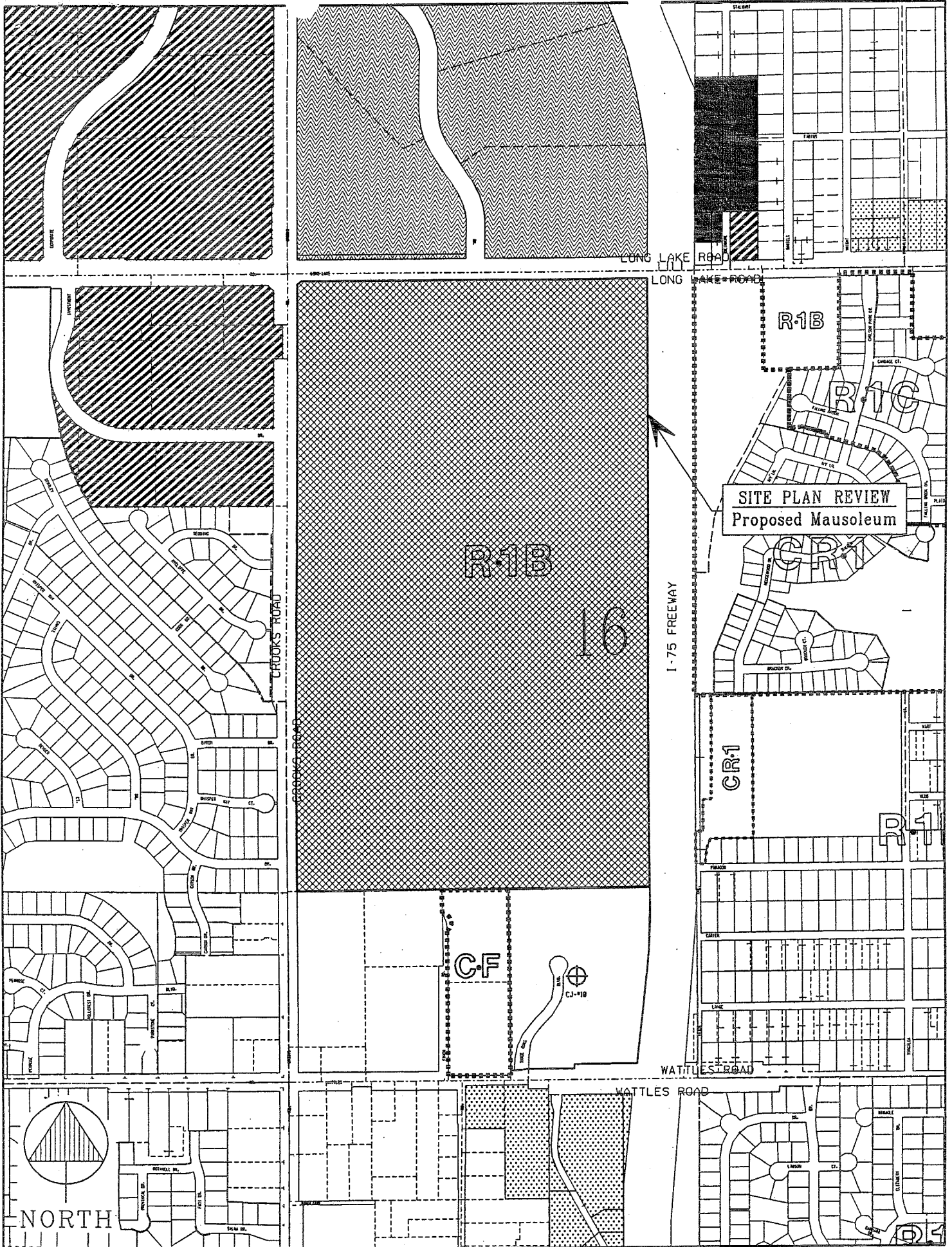
The Natural Features Map indicates there are no significant natural features located on the property.

PLANNING DEPARTMENT RECOMMENDATION

The Planning Department recommends approval of the site plan as submitted.

cc: Applicant
File/ SP 898

G:\SITE PLANS\SP 898 White Chapel Cemetery\White Chapel Cemetery Report.doc



August 11, 2003

DOCUMENTATION FOR WHITE CHAPEL CEMETARY/I-75 CROOKS & LONG LAKE INTERCHANGE PROJECT

I talked with Dave Krall at 1:50 p.m. on Monday, August 11, 2003, and indicated we had the final drawings regarding the interchange on the southwest quadrant, and I wanted to meet with him and any other appropriate people to discuss the City's acquisition of this property. I indicated that he may have seen the recent articles in the newspaper that had this project on and off again, but it was clearly one of the projects that were saved from some of the more recent cutbacks and we were proceeding.

He asked if we had considered perhaps putting all of the interchange on the northwest quadrant, and I indicated there was already part of this that was being located on the northwest quadrant and ultimately it was a federal and MDOT decision regarding the scope of what goes on each quadrant. I indicated there was a minimum amount of exit and entrance ramps needed for the project and that I was confident that MDOT had been very cogniscent of the City's concerns to reduce the impact as much as possible, still allowing for the maximum improvement to the Crooks Road interchange. I indicated that just as on their property, there was only an on-ramp and off-ramp at the northwest corner.

He asked if this was supported by both the management and Council and I indicated that both parties were supportive of this interchange and approved the necessary steps up until now. He indicated he was too busy this week to meet, but would try for next week. I said I would be happy to accommodate his calendar, and he indicated he would get back to me, and also that other people would be attending the meeting.

Douglas J Smith

From: William J Huotari
Sent: Thursday, August 28, 2003 10:48 AM
To: Chris Burnell (E-mail)
Cc: Douglas J Smith; Patricia A Petitto; Lori G Bluhm
Subject: I75/Crooks/Long Lake

Chris, we met with White Chapel today and a request was made for the following information:

1. Environmental Assessment for the project
2. Drainage Study

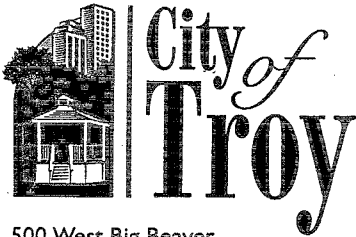
Can you forward copies of these documents to me and I will send them out to the cemetery's attorney.

Let me know if you have questions.

Bill

William J. Huotari, P.E.

Deputy City Engineer
City of Troy - Engineering Dept.
500 West Big Beaver
Troy, MI 48084
248.524.3387
248.524.1838 fax
huotariwj@ci.troy.mi.us



500 West Big Beaver
Troy, Michigan 48084
Fax: (248) 524-0851
www.ci.troy.mi.us

Area code (248)

Assessing
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Bldg. Inspections
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Purchasing
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Real Estate & Development
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Treasurer
524-3334

General Information
524-3300

January 9, 2004

David Krall
White Chapel Cemetery
621 W Long Lake
Troy, MI 48098

Dear Mr. Krall,

As we discussed in our phone conversations and meetings, particularly the latest in August and September of 2003, the I-75/Crooks Road project is moving forward with both state and federal approval. City staff and MDOT appreciated the opportunity to work with you as the initial preliminary drawings for the interchange were made. Our meeting on September 23rd was most instructive for us, as you raised a number of issues that concerned the cemetery. Paramount to these issues ~~were~~ ^{was} the concern that the preliminary drawings identified impacting the cemetery along the south side of Long Lake, intruding into the cemetery proper, and in fact requiring the removal of a number of gravesites. In addition, limiting the impact on the northeast corner of the cemetery was desirable, both for the current storage of trees and the future desire by the White Chapel to build mausoleums along the eastern boundary of the cemetery bordering I-75.

Following that meeting, city staff worked diligently with MDOT and they were able to redesign the interchange. Attached are the latest drafts. Let me emphasize these are not final, but the latest drafts that are in response to the issues that the cemetery raised.

Most importantly, they have been able to redesign Long Lake Road by shifting the entire road to the north. This design displays no impact on the northern cemetery edge between the entrance to White Chapel and the actual start of the ramp that is very tight to I-75. I am very pleased that MDOT was able

John Szerlag

to redesign this in a way that greatly mitigated the impact on the northeast corner in terms of the slip ramp and eliminated the long tail by replacing right-of-way with an easement.

In talking with MDOT, we hope to finalize this design and the necessary federal approvals in the next few weeks and will then be meeting with you again to discuss the acquisition of the limited amount of right-of-way along the cemetery's eastern boundary. The project is on schedule and with acquisition of property on the west side of I-75 for this project; it will move things along in an expeditious fashion.

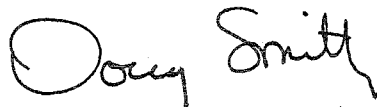
Again, we appreciate the conversations we have had with the cemetery and have hopefully understood the multiple issues that were raised, and have been able to address most of those issues through the redesign phase.

I included for your files a letter to our former City Manager, Frank Gerstenecker from Robert Kirkbright in 1996 that recognizes how long we've been working at this project, which references the initial agreements that were made in 1993.

Again, I would emphasize that what we have enclosed are preliminary final designs by MDOT, but in the interest of working together we have provided these to you at the earliest possible date. While MDOT is finalizing these drawings, we believe these drawings will be close to what the final design work will conclude, but we caution there may still be some changes as they look at final design and hydrology. As soon as we have the final drawings we will set up a meeting with you.

We are aware that you are interested in expanding the cemetery to the east and hopefully this improved interchange, which will help traffic patterns in the entire area, will not intrude on those plans.

Sincerely,

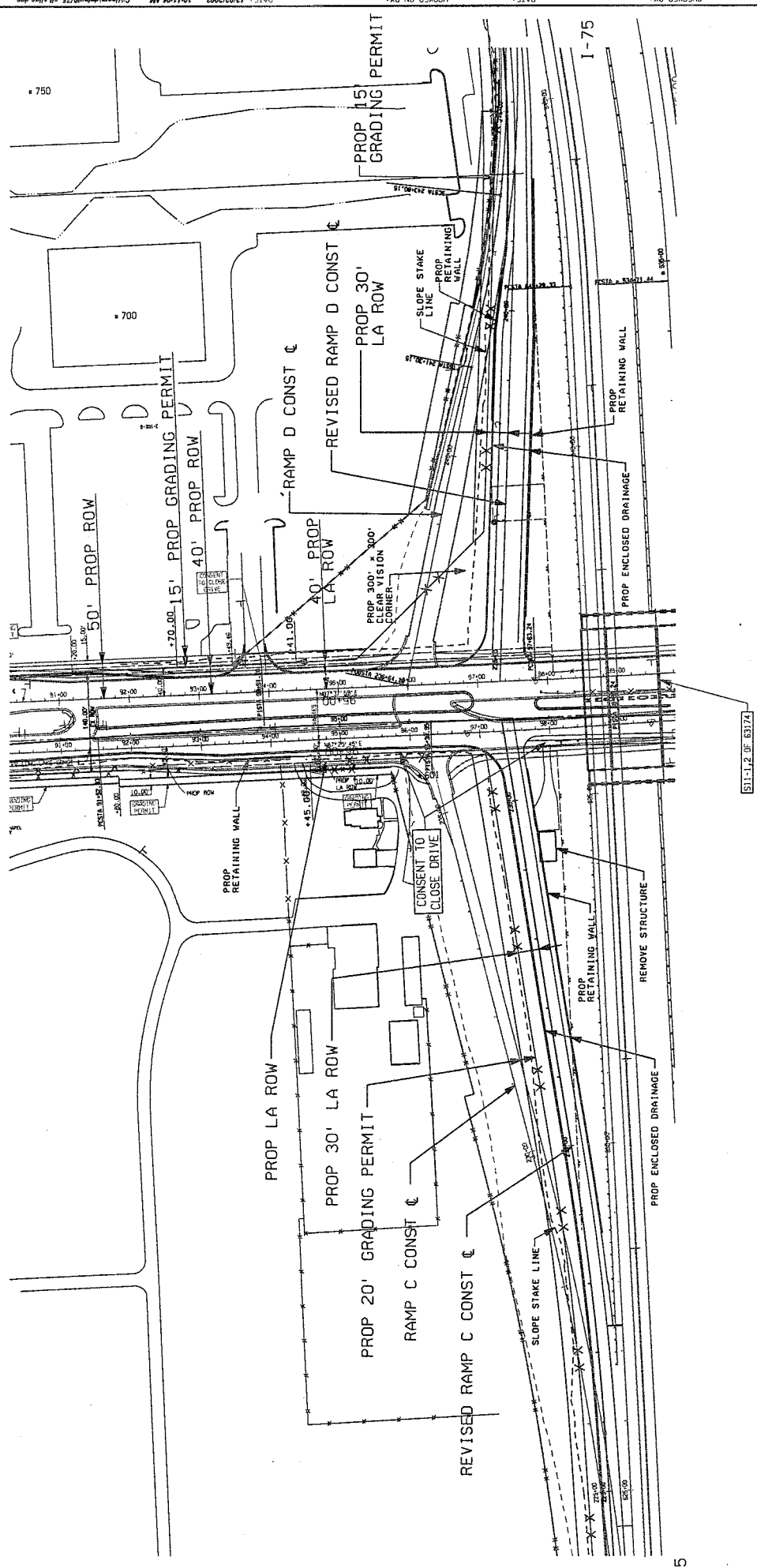
A handwritten signature in black ink that reads "Doug Smith". The signature is written in a cursive, flowing style.

Doug Smith

Enc.

DATE	REVISION	BY

LONG LAKE RD



CH2MHILL

MDOT
Michigan Department of Transportation

ATTACHMENT 1 - RAMP C & RAMP D CONCEPT

DATE	SCALE	CONT. SHEET	JOB NO.	DESIGN UNIT	SHEET NO.
	1" = 70'			R.O.W. CONST	

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63

1. Southbound I-75 ramp design at Long Lake Road: (see Attachment 1)

Current design: As part of base plan development, a spread diamond ramp configuration (Ramps C and D) was proposed in the western quadrants of the I-75/Long Lake Road interchange. This allows for maximum ramp terminal intersection spacing along the cross-road, adequate sight of the signal heads from under the proposed I-75/Long Lake Road structure, and the utilization of a primarily open ditch design in the western quadrants. This design was agreed upon by project stakeholders in the 1990's and during design kick-off in 2002. However, significant ROW is required from abutting property owners with this layout. The White Chapel Cemetery caretaker facility and maintenance structures in the SW quadrant and parking spaces in the office lots in the NW quadrant are impacted.

Proposed design alternative: To lessen ROW impacts, the alignments for Ramps C and D will be redesigned to a tight-diamond layout, with the ramp terminals moved easterly towards mainline I-75. Impacts to the White Chapel Cemetery property and the office parking lots will be significantly reduced with this modification. The alternative location of the Ramps C and D terminals was determined by reviewing available intersection sight distance, the distance between signalized intersections on the cross-road, and potential queuing lengths based on projected year 2025 peak hour traffic volumes. Movement of the terminals any further east can impact capacity and operations at the future signalized ramp intersections, due to potential turn lane spillover into the through traffic lanes on Long Lake Road. Significant grade differentials with minimal lateral clearance, created by the ramp realignments, will necessitate the use of barrier and/or retaining walls between the ramp proper and the southbound collector-distributor roadway. In addition, low level signal heads may be needed for traffic on westbound (WB) Long Lake Road approaching the ramp terminal intersection in order to see the traffic signal. The proposed ramp footprints in the SW quadrant have been further reduced by enclosing the drainage along the outside of the ramp proper. This negates the requirements for a ditch design, thereby minimizing ROW impacts and impacts to the White Chapel Cemetery maintenance facilities. In the NW quadrant, fewer parking spaces are impacted, and the driveway into the EDS parking lots can remain (see #4 below for further discussion on this issue). The turn lane storage lengths, sign allocations, proposed wall height and placement, and intersection radii design will be refined during preliminary design.

2. Long Lake Road (see Attachment 2):

East and west of I-75, Long Lake Road is a multilane, raised median boulevard design with the cross-section tapering to a 5 lane flush median design under the I-75 structure. It is in the long range plan of the Road Commission of Oakland County to have a continuous boulevard design along the corridor. The White Chapel Cemetery property fronts eastbound Long Lake Road. There is a large decorative fence along the property and grave sites immediately adjacent to the fence line.

Current design: This design utilizes a continuous width median, a straight alignment throughout the limits of the project, and directly connects the boulevard sections on either side of the freeway. The design creates significant ROW and aesthetic impacts to the White Chapel cemetery property in the SW quadrant. The existing fence line has to be removed, grave relocated, and fee ROW with grading permits required.

Proposed design alternative: The EB Long Lake roadway will be relocated northerly, by curving the alignment, in order to minimize ROW impacts to the White Chapel Cemetery property. This change results in a variable width, narrow median design throughout the interchange area. The realignment of the EB Long Lake roadway negates the need for ROW and grading permits in this area. This alternative will not impact the fence or the existing grave sites along Long Lake Road. The narrow median has no impacts to the turning movements at the terminals since direct lefts are proposed at the interchange ramps.

3. Design of the turn lane fronting the White Chapel Cemetery (see Attachment 2): EB

Long Lake Road to Ramp C traffic movement,: Two driveways currently service the White Chapel maintenance and caretaker facilities on EB Long Lake Road from Sta. 92+00 RT to Sta. 97+00 RT . The current design and this design alternative propose to close the eastern drive while retaining access to the western drive.

Current design: The alignment of Long Lake Road creates significant ROW and aesthetic impacts to the White Chapel cemetery property in the SW quadrant. The additional cross-sectional width for the proposed right turn lane onto Ramp C increases the ROW requirements. The existing fence line will be removed, grave sites will have to be relocated, and fee ROW with grading permits will be required.

Proposed design alternative: The northerly realignment of the EB Long Lake Road has alleviated the ROW requirements in this area. A right turn lane will be constructed for the ramp turning movement without necessitating fee ROW purchase, fence removal, or grave site relocation. We propose converting the existing to limited access ROW between the west driveway and the interchange entrance ramp. Along this turn lane, either side slope grading or a low retaining wall (2-3 feet high) can be utilized to tie into existing ground without impacting the existing fence line. Field measurements and further design efforts will be necessary to verify this option. Feasibility of this design will require the proposed 5-6 foot sidewalk be located immediately adjacent to the turn lane with no green space. Another design option for the turn lane is to shorten the proposed storage and associated taper, ending these prior to the western drive. This option will eliminate the potential need for a low retaining wall in the driveway area. However, traffic making the turning movements for the west drive will then have to slow in the through lane to complete the maneuver.

4. Design of the driveway fronting the office developments north side of Long Lake

Road, Sta. 93+80 LT (Attachment 2): A westbound (WB) right-in/right-out configuration exists at this driveway location. A limited access clear vision corner has been proposed for Ramp D.

Current design: The limited access clear vision corner extends through this driveway and necessitates its closing.

Proposed design alternative: With the Ramp D terminal and associated clear vision corner relocated easterly, access and current operations at this driveway can be maintained. Limited access ROW is proposed along WB Long Lake Road up to this driveway. Several options are available to facilitate turning movement design: right-turn lane design, right-turn taper design, and/or channelization of the driveway throat. ROW needs along this area of WB Long Lake Road remain the same as stated above.

SUNDAY

July 20, 2003

Eccentric

I-75/Crooks Road work back on

BY JEFF COUNTS
STAFF WRITER

Improvements to I-75 at Crooks Road put back on the drawing boards by Gov. Jennifer Granholm will help workers and residents in Troy get to and from work on time.

"It's going to increase the efficiency of the drive time," said Michael DePoli, chairman of the board of the Troy Chamber of Commerce.

"It's going to benefit a lot of people," he said, adding that a lot of drivers get off of I-75 at Big Beaver or Crooks Road and that another exit is needed.

The Troy project was among 17 that were recently reinstated by Gov. Jennifer Granholm.

"The project at I-75 and Crooks has been restored," said Robert Morosi, a

spokesman for the Michigan Department of Transportation.

He said the project, which had no dollar estimate at the time, was restored because it will enhance the economic viability of the Troy area.

Granholm announced that the transportation department will resume work on 17 capacity improvement projects that were held up as part of the Preserve First Initiative. The initiative was aimed at fixing existing roads before new projects were tackled.

The change in road policy was based on declining state taxes due to a sagging economy.

In making the announcement, Granholm said the change in priorities was made after recommendations from legislative leaders and residents.

"The road projects I am recom-

mending will help create at least 6,000 direct construction-related jobs and thousands of indirect jobs. After discussions with the Legislature and the Michigan Transportation Commission, and input from local communities, we were able to craft a fiscally responsible plan that preserves our current transportation system first while moving forward on expansion projects vital to our state's economy," said Granholm.

"Making sure that Michigan has a strong transportation system is a key component to ensuring that we continue to be a magnet state for new business growth. These projects also will help eliminate traffic congestion in our communities" she said.

It's expected that the projects will

cost a total of \$250 million, with funding to come from the issuance of up to \$200 million in bonds.

Morosi said the Troy project was reinstated to ease congestion. The work will include the rebuilding of the interchange and ramps to better distribute traffic onto Long Lake Road.

Although the project was reinstated, he said there isn't a timeline for the work to start.

File D+T - 22 Rary Section 15
16

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STATE OF MICHIGAN



JOHN ENGLER, GOVERNOR

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION BUILDING, 425 WEST OTTAWA POST OFFICE BOX 30050, LANSING, MICHIGAN 48909
PHONE: (517) 373-2090 FAX NO.: (517) 373-0167 TDD/TTY - MICHIGAN RELAY CENTER (800) 649-3777

PATRICK M. NOWAK, DIRECTOR

January 17, 1996

RECEIVED

JAN 19 1996

CITY OF TROY
CITY MANAGER'S OFFICE

Szerlag
Mr. Frank Gerstenecker, Manager
City of Troy
500 West Big Beaver Road
Troy, Michigan 48084

Dear Mr. Gerstenecker:

Recently, the Attorney General's office ruled that right-of-way provided by the City of Troy for the I-75/Crooks Road project may be used as part of the city's statutory match (12.5 percent) for this project under the Act 51 formula. The department, based on this opinion, has decided to accept city-provided right-of-way as statutory match for this project. This applies to the I-75/Crooks Road project only and is intended to be a demonstration of the viability of this type of cooperative funding technique.

The department has also pledged to work with the city on an application to the Federal Highway Administration for a waiver under the Flexible Funding Option within the Intermodal Surface Transportation Efficiency Act (ISTEA). This waiver, if approved, would allow any right-of-way provided by the city for this project to be used as the required matching funds for the federal participation. As you are aware, right-of-way provided by local units of government typically cannot be used as matching funds for federal highway funding. I have enclosed examples of the documentation that was used in the past as part of a flexible funding application to the Federal Highway Administration. I will be happy to meet at your convenience to discuss the respective roles of the city and the department in this effort.

Please bear in mind that all right-of-way required for this interchange project must be supplied by the city in accordance with the agreement between the city and MDOT prepared in August 1993. In addition, the department's analysis and the study provided by the Metro Transportation Group for the City of Troy in 1988 indicate that the inclusion of a connector to Square Lake Road improves the operations of both the interchange and the local road network. Therefore, it continues to be the department's position that this feature must be included in any improvement to this interchange.

I want to assure you that the department is willing to work with you and your staff to develop geometrics for this interchange that will enable us to move forward with this improvement. If I can be of any further assistance on this or any other transportation issue, please feel free to contact me at (517) 373-9560.

Sincerely,

Robert M. Kirkbride

Robert M. Kirkbride, Manager
Project Planning Division
Bureau of Transportation Planning



White MEMORIAL CEMETERY to respond. Chapel

offices 901 WILSHIRE DRIVE SUITE 205/TROY, MI 48084 (248) 362-7693 cemetery 621 WEST LONG LAKE ROAD/TROY, MI 48098 (248) 362-7670
FAX (248) 244-9622

March 3, 2004

Mayor Matt Pryor
Troy City Hall
500 W. Big Beaver
Troy, MI 48084

Szerlag to
Review
response 1st

RECEIVED

MAR 05 2004

CITY OF TROY
CITY MANAGER'S OFFICE

MR 3/05/04

Dear Mayor Pryor:

The City of Troy and the State of Michigan are proposing to construct a costly new I-75 interchange at Long Lake Road in Troy. As part of this proposal, City of Troy and Michigan Department of Transportation (M-DOT) officials would construct an entrance lane and entrance ramp onto Southbound I-75 at Long Lake Road on several acres of White Chapel's property. We wanted to express to you, in writing, our deep concern and opposition to this potential development.

White Chapel Memorial Cemetery is a historic cemetery serving all faiths and beliefs since 1925. Throughout its history, White Chapel has watched the City of Troy develop from a quiet peaceful rural township into a vibrant fast paced business city. While the rest of the City continues to be transformed and developed, all the while losing more of its natural beauty, White Chapel has been dedicated to preserving the aesthetics, tranquility, and peacefulness of its park-like cemetery, now and in the future, both for loved ones laid to rest at White Chapel and the families and friends who come to visit. White Chapel has been called by a Troy official one of the "jewels" of the City. However, this jewel is being threatened by the possible I-75 interchange at Long Lake Road.

White Chapel opposes the proposed entrance lane and ramp at I-75 and Long Lake Road on White Chapel's property for several reasons:

1. **The proposed on-ramp to I-75 on White Chapel Cemetery property is an unthinkable invasion of sacred ground.** A cemetery is equivalent to a place of worship – it is hallowed ground to those whose loved ones rest there. No one would dream of taking church property for a road project and that same respect should be given to a historic cemetery serving all faiths and beliefs since 1925. While alternative proposals are being considered, the current design plan includes a demand to dig up and move numerous graves. We must protect the sanctity of our cemetery.

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mausoleum entombments
cremations
columbaria

2. **It would significantly, if not completely, interfere with White Chapel's ability to maintain the level of service families have come to expect now and in the future.** The current proposed plan would call for taking much of White Chapel's current and future maintenance area, including White Chapel's only maintenance entrances.

3. **It would significantly shorten the life span of the Cemetery.** The proposed plan would appropriate cemetery property which is currently being developed by White Chapel for new mausoleum and outdoor crypt complexes and outdoor burial spaces. By confiscating this land, the City and State officials will shorten the life of the cemetery, forcing future generations of Troy and surrounding residents to travel further to lay their loved ones to rest.

4. **It will raise noise levels in White Chapel Cemetery to unacceptable levels, destroying the calm ambiance which White Chapel has worked hard to protect for many years.** Traffic entering I-75 adjacent to White Chapel will increase noise levels dramatically because accelerating vehicles make much more noise than those traveling at a steady speed. This will destroy our peaceful and dignified atmosphere that so many people value. It will be particularly disturbing to families of the many military veterans buried here. White Chapel is home to various memorials honoring the valor and sacrifice of those men and women who gave their lives in the service of our country during World War I, World War II, Korea, Vietnam and the Gulf War. There is also a special memorial for Prisoners Of War and for those Missing In Action. This project will diminish the solemnity of our cemetery for veterans and their families especially at a time when war continues to take more American lives.

5. **There is no demonstrated need for the proposed I-75 interchange at Long Lake Road.** The existing interchange at Crooks Road is only one-half mile north of Long Lake Road. This project would increase traffic congestion on Long Lake Road near Troy High School and the entrance to White Chapel. It would lead to more traffic accidents, disrupt traffic flow into and out of the school and cemetery, and interfere with the dignity of funeral processions. Funds are lacking for many necessary road projects in Oakland County, and it makes no sense to divert scarce financial resources to a project which is not needed and which will create more harm than good.

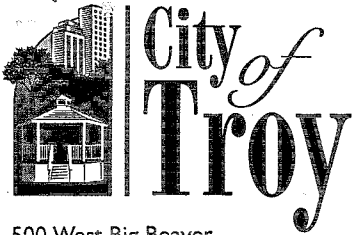
6. **Land acquisition costs for this project could result in a tax increase for residents of the City of Troy.** The City could be forced to issue a bond of as much as \$15 million to finance its share of this project. City documents indicate that a tax increase may be necessary to repay the debt from the bond.

It is White Chapel's sincerest hopes that the City Council will consider our concerns and opposition to the proposed interchange. Please consider supporting our position that the City of Troy and State officials should completely abandon this proposed I-75 interchange at Long Lake Road or redesign their plans to completely avoid taking White Chapel's property. Please contact me at the address above or by telephone at (248) 362-7693 if you wish to discuss this matter further.

Sincerely,



David P. Krall
President & C.E.O.
White Chapel Memorial Association



my original

500 West Big Beaver
Troy, Michigan 48084
Fax: (248) 524-0851
www.ci.troy.mi.us

March 8, 2004

Area code (248)

Assessing
524-3311

Bldg. Inspections
524-3344

Bldg. Operations
524-3368

City Clerk
524-3316

City Manager
524-3330

Community Affairs
524-1147

Engineering
524-3383

Finance
524-3411

Fire-Administration
524-3419

Human Resources
524-3339

Information Technology
619-7279

Law
524-3320

Library
524-3545

Parks & Recreation
524-3484

Planning
524-3364

Police-Administration
524-3443

Public Works
524-3370

Purchasing
524-3338

Real Estate & Development
524-3498

Treasurer
524-3334

General Information
524-3300

David Krall
White Chapel Cemetery
621 W Long Lake
Troy, MI 48098

Dear Mr. Krall,

I have had an opportunity to review your letter to Mayor Pryor and similar letters to a number of residents and other families and friends connected with White Chapel Memorial Cemetery. While I respect your right to an opinion on the necessity of the I-75 interchange at Long Lake Road, I am troubled by these letters because they in no way reflect the effort that has been made by City staff and MDOT to address legitimate concerns that White Chapel cemetery has raised during this process. Allow me to address your specific points:

1. *"The proposed on ramp on I-75 on White Chapel cemetery property is an unthinkable invasion of sacred ground".* You've indicated in this first item that *"while alternative proposals are being considered, the current design plan includes a demand to dig up and move numerous graves"* and in fact you have given a number of nearly 700 graves to be moved which I find to be unsubstantiated in any discussions. And as you are fully aware, in Mr. Smith's January 9, 2004 letter to you, the design work that resulted from the September meetings was in fact successful in pulling the design of the road entirely off of any potential gravesites. This means that no occupied gravesites will be moved. Further, with White Chapel management aware of the project boundaries, we trust that they will not place any gravesites within these boundaries

With reference to your statements about churches, attached is a list that shows church properties that all have been impacted by road projects in the City of Troy; and this is a long, but not exhaustive list.

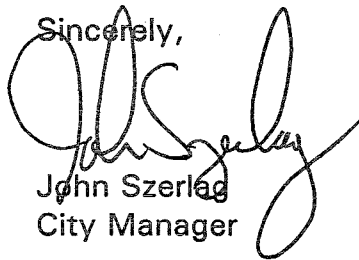
2. *"It would significantly, if not completely interfere with White Chapel's ability to maintain the level of service families have come to expect now and in the future".* I do not understand how the acquisition of merely one acre of property would so dramatically impact the level of service that the cemetery can provide to its customers.
3. *"It would significantly threaten or shorten the life span of the cemetery".* I respectfully disagree that somehow taking one acre adjacent and parallel to the expressway is going to shorten the life of the cemetery.
4. *"It will raise noise levels in White Chapel cemetery to unacceptable levels".* With all due respect again, the cemetery sits next to I-75, one of the busiest interstates in Michigan and the noise level of providing an on ramp will have a negligible effect in terms of that traffic noise volume.
5. *"There is no demonstrated need for the proposed I-75 interchange of Long Lake".* This interchange was first proposed in the mid 1980's as an expansion of the Crooks Road interchange, which had only one access point to Crooks Road. Normally a major interchange would have east/west and north/south traffic flowing into it to make it efficient in accessing the expressway. This proposed Long Lake I-75 ramp system is designed to increase the efficiency of the Crooks Road interchange. This project today will have a positive impact on the 25,000 employees that work in the Northfield Park area and positively impact traffic management around the cemetery. Ultimately this interchange project and the widening of Crooks Road from South Boulevard to M-59 should have some impact on a number of local roads by reducing traffic volumes.
6. *"Land acquisition for this project would result in a tax increase for residents in the City of Troy".* Never has this been a consideration or a proposal by the City. The proposal has and always will be to use the capital expenditures on an annual basis for either the support of this project or to pay bond issues, but certainly not a new tax increase on the residents of the City of Troy for this project.

If you had returned Mr. Smith's call from last week, you would have also learned that in finalizing the documents, MDOT has talked with the Federal Highway Administration and concluded that they may keep the maintenance driveway opened if it were "in only" and further might consider use of the driveway if the traffic volume were low enough.

Unfortunately, based on these letters and this campaign, and by raising issues that have already been resolved or are premature until a final dimensioned drawing is provided by MDOT leads me to believe that you have no intention to discuss in good faith the acquisition of property for the I-75/Long Lake interchange project.

Please return Mr. Smith's call so we may draw a successful conclusion to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "John Szerlag", written over the printed name and title.

John Szerlag
City Manager

PROPERTY ACQUIRED FROM CHURCHS IN TROY

3/8/04

Evanswood Church of God, 2601 East Square Lake Road

Christ Church Cranbrook, Section 2 vacant property on Square Lake i

Troy Church of the Nazarene, 6840 Crooks Road

Faith Apostolic Church of Troy, 6710 Crooks Road

First United Methodist Church, 6363 Livernois

Augustine Evangelical Lutheran Church, 5475 Livernois

St. Elizabeth Ann Seton, 280 East Square Lake Road

Glen Oaks Church of the Christian and Missionary Alliance, 5700
Rochester Road

Baptist Temple of Troy, 5600 Rochester Road

Bethel Baptist Church, 1975 East Long Lake Road

Korean United Methodist Church, 42693 Dequindre

St. Anastasia Catholic Church, 4571 John R

Christian Apostolic Church, 400 East Long Lake

Emerson Church, 4230 Livernois

The Ahmadiyya Movement in Islam, Inc., Section 16 vacant land on
the south side of Long Lake Road

United Methodist Union of Greater Detroit, 4050 Coolidge

Reorganized Church of Jesus Christ of Latter Day Saints, 3830
Crooks

St. Petka Serbian Orthodox Church, 3496 Livernois

Zion Evangelistic Temple, 3668 Livernois

Troy Baptist Church, 3193 Rochester Road

Christian Apostolic Church, Section 22 north side of Big eaver

St. Joseph Catholic Caldean Parish, 2442 East Big Beaver

First Baptist Church of Troy, 2601 John R

Seventh Day Adventist Church, 2775 Crooks Road

Central Woodward Christian Church, 3955 West Big Beaver Road



White MEMORIAL CEMETERY to respond. Chapel

offices 901 WILSHIRE DRIVE SUITE 205/TROY, MI 48084 (248) 362-7693 cemetery 621 WEST LONG LAKE ROAD/TROY, MI 48098 (248) 362-7670
FAX (248) 244-9622

March 3, 2004

Mayor Matt Pryor
Troy City Hall
500 W. Big Beaver
Troy, MI 48084

Szerlag to
Review
response 1st

RECEIVED

MAR 05 2004

CITY OF TROY
CITY MANAGER'S OFFICE

MR 3/05/04

Dear Mayor Pryor:

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columbaria

2. **It would significantly, if not completely, interfere with White Chapel's ability to maintain the level of service families have come to expect now and in the future.** The current proposed plan would call for taking much of White Chapel's current and future maintenance area, including White Chapel's only maintenance entrances.

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Sincerely,



David P. Krall

President & C.E.O.

White Chapel Memorial Association

Douglas J Smith

From: William J Huotari

Sent: Monday, March 08, 2004 1:30 PM

To: Douglas J Smith; Steven J Vandette; John K Abraham; Neall Schroeder

Subject: I75/Crooks/Long Lake - Driveway in RTL at Ramp to I75

Chris Burnell called and said that MDOT and FHWA discussed keeping the drive within the proposed RTL, to the ramp, open. FHWA agreed that it could remain open if it were IN ONLY. I'm not sure what impact this would have on the cemetery site, as I do not know what type of traffic is using this driveway.

Chris asked if we had any counts of traffic entering/exiting the cemetery site and specifically this driveway. If the volumes were low enough, they may make for further discussion with FHWA. I told Chris that I did not believe that we would have any, but that I would check with John A.

Bill



White MEMORIAL CEMETERY Chapel

offices 901 WILSHIRE DRIVE SUITE 205/TROY, MI 48084 (248) 362-7693 cemetery 621 WEST LONG LAKE ROAD/TROY, MI 48098 (248) 362-7670
FAX (248) 244-9622

March 11, 2004

RECEIVED

MAR 12 2004

CITY OF TROY
CITY MANAGER'S OFFICE

John Szerlag
City Manager
City of Troy
500 West Big Beaver Road
Troy, Michigan 48084

Dear Mr. Szerlag:

I received today your correspondence dated March 8, 2004 which presents the City's perspective on certain points made in my recent correspondence to Mayor Pryor and others concerning White Chapel Memorial Cemetery. I regret your concern with my letters because my statements are accurate. The proposed interchange at I-75 and Long Lake Road will dramatically undermine the beauty, tranquility and peacefulness of the cemetery, significantly interfere with our ability to maintain the level of service families have come to expect and shorten the cemetery's life span. Allow me to respond to your comments. Obviously, my remarks are not meant to present every point which is responsive to your concerns.

1. You first highlight my statement: "The proposed on-ramp to I-75 on White Chapel Cemetery property is an unthinkable invasion of sacred ground . . . While alternative proposals are being considered, the current design plan includes a demand to dig up and move numerous graves." You indicate that I have given a number of nearly 700 graves to be moved which you claim to be unsubstantiated in any discussions. You also claim that I am aware that no occupied gravesites will be moved. Finally, you state that "with White Chapel management aware of the project boundaries, we trust that they will not place any gravesites within these boundaries."

Response

On Thursday, August 28, 2003, I met with Doug Smith (Director of Real Estate and Development) for the City of Troy and others. At that session, Mr. Smith indicated that MDOT had provided the City with final preliminary drawings of the proposed right-of-way over White Chapel's property for the project. This plan would require the use of 4.8 acres of White Chapel's property. I told Mr. Smith at that session that this plan would require the removal of graves. Mr. Smith then asked for an opportunity for City representatives to come onto White Chapel property to survey and stake the proposed right-of-way. In a spirit of cooperation, I allowed those tasks to be performed.

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On Thursday, September 4, 2003, I met with Mr. Smith, Neal Schroeder (the City's Chief Engineer) and George Ballard (the City's Surveyor) to review the survey and staking of our

property. At that time, it was glaringly evident that the proposed current design plan required removal of several rows of occupied burial spaces. In response to this alarming and disturbing fact, Doug Smith stated, among other things, that the City would seek to have MDOT redesign the proposed plans **which would take a few weeks.**

I heard nothing further from the City of Troy until Doug Smith sent me a letter dated January 9, 2004. In that correspondence, Mr. Smith indicated that the City and MDOT have been able to redesign the project. Unfortunately, Mr. Smith qualified his remarks in several ways:

- "Attached are the latest drafts. Let me emphasize these are not final, but the latest drafts that are in response to the issues that the cemetery raised."
- "Again, I would emphasize that what we have enclosed are preliminary final designs by MDOT, but in the interest of working together we have provided these to you at the earliest possible date. While MDOT is finalizing these drawings, we believe these drawings will be close to what the final design work will conclude, but we caution there may still be some changes as they look at final design and hydrology."

It was clear from Mr. Smith's January correspondence that no revised plan had as yet been approved. In fact, the attachment provided by Mr. Smith with his January correspondence specified that the **current** design calls for the relocation of graves. However, in his letter, Mr. Smith noted that the design alternative would be finalized with necessary federal approvals in the next few weeks. Unfortunately, no such approvals have as yet been secured.

When I said in my letter to Mayor Pryor and others that "while alternative proposals are being considered, the current design plan includes a demand to dig up and move numerous graves," I was being fair, accurate and truthful. Despite promises dating back to last September, the current official plan still calls for disrupting graves. Please also note that my reference in interviews to the number of graves affected being 672 is simply an empirically verifiable fact. That number represents the number of occupied gravesites which would be disrupted by the current design plan. In fact, the statement attributed to you about the status of the design in the March 10th edition of The Daily Oakland Press is inaccurate and misleading. Indeed, the Oakland Press reported your comment that a later revision of the official design which was

quickly changed would have taken the first line of graves, about 30-40. That information is false, misleading and untrue.

In your correspondence you state "that no occupied gravesites will be moved." With all due respect, I will be far more comfortable on this issue when an appropriate new design alternative is approved. In truth, I was promised a new design by Doug Smith within a few weeks of our September 4, 2003 meeting which did not occur. I was advised by Mr. Smith that a fully approved design alternative would be presented in a few weeks in January of 2004 which has still not occurred. Please forgive me if I am skeptical of your latest assurances. Nevertheless, I will treat your statement in your March 8th correspondence as an unequivocal promise that no matter what design plan is ultimately approved, no gravesites will be moved under any circumstances.

While your promise not to move graves is appreciated and important, the fundamental problem still remains that no land should be taken from White Chapel. In addition, White Chapel will continue to use and develop its land in appropriate ways which best serve the needs of the cemetery.

2. You next reference my statement that the proposed interchange "would significantly, if not completely, interfere with White Chapel's ability to maintain the level of service families have come to expect now and in the future." You indicate that you "do not understand how the acquisition of merely one acre of property would so dramatically impact the level of service that the cemetery can provide to its customers."

Response

As noted above, it is still not clear precisely how much of White Chapel's property the City will attempt to acquire. At this point, there is no approved plan which calls for the acquisition of one (1) acre of property. However, accepting your representation as true for purposes of this correspondence only, I will assume that one (1) acre of cemetery land is involved. If so, such a taking would still have a serious negative impact on White Chapel's ability to provide appropriate service to its families who have loved ones buried with us.

- It would deny the full use of White Chapel's maintenance entrance in which all maintenance vehicles, maintenance employees, suppliers and semi-trucks enter and exit the cemetery to service, maintain and operate the cemetery.

- It would deny White Chapel the use of the only parking lot it has for its maintenance employees.
- It would effectively make the superintendent's house uninhabitable due to its close proximity to the proposed on-ramp.
- It would deny White Chapel's plan to relocate its existing maintenance facilities to the far northeast corner of the cemetery's property in order to open up more available space for outdoor crypts and outdoor burial sites.
- It would deny White Chapel the ability to be efficient and flexible in its ability to maintain and service the entire cemetery.

3. In your third point, you reference my comment that the proposed plan "would significantly shorten the life span of the cemetery." On the same assumption as noted above that one (1) acre of cemetery property would be impacted, I note the following:

Response

- White Chapel already has received preliminary site plan approval from the City of Troy Planning Commission for construction of a mausoleum and outdoor crypts on the site of the proposed I-75 on-ramp. The plans for the mausoleum and crypt projects have been in place for years; it would be unfair for the City to make an about-face at this late date. This project is essential to meet the future needs of those who depend on White Chapel. Blocking this expansion will shorten the life span of the cemetery and force area residents to travel farther away to lay their loved ones to rest.

4. In your fourth point, you take issue with our concern that the project "will raise noise levels in White Chapel Cemetery to unacceptable levels, destroying the clam ambiance which White Chapel has worked hard to protect for many years." You state that the cemetery already sits next to busy I-75, and "the noise level of providing an on-ramp will have a negligible effect in terms of that traffic noise volume."

Response

With all due respect, I am aware that White Chapel is located next to I-75. Indeed, White Chapel had to surrender considerable acreage of its land along the cemetery's eastern border to

the government when the interstate was first constructed. However, the plan to acquire more cemetery property for an on-ramp will make an already difficult noise situation intolerable.

- Traffic entering I-75 adjacent to White Chapel will increase noise levels dramatically because accelerating vehicles make much more noise than those traveling at a steady speed. This will destroy our peaceful and dignified atmosphere that so many people value. It will be particularly disturbing to families of the many military veterans buried here. White Chapel is home to various memorials honoring the valor and sacrifice of those men and women who gave their lives in the service of our country during World War I, World War II, Korea, Vietnam and the Gulf War. There is also a special memorial for Prisoners Of War and for those Missing In Action. This project will diminish the solemnity of our cemetery for veterans and their families especially at a time when war continues to take more American lives.

5. In your fifth point, you dispute our claim that "there is no demonstrated need for the proposed I-75 interchange at Long Lake Road." you state that the proposed ramp system "is designed to increase the efficiency of the Crooks Road interchange."

Response

- Since I have worked at White Chapel for many years, I can say from first hand experience that the traffic flow of the current Crooks Road interchange does not pose a problem for business people and residents in the area.
- While I appreciate your argument that the proposed I-75 interchange at Long Lake Road would help traffic management, I respectfully disagree. I listened to one (1) of your traffic "experts" acknowledge that the supporting traffic studies for this project was no more than "garbage in, garbage out." In my opinion, the proposed interchange will have a severely negative effect on White Chapel and the adjacent local communities by greatly increasing traffic, noise and crime.

6. You also highlight my purported statement that "land acquisition costs for this project would result in a tax increase for residents in the City of Troy." It was of interest to me that you represented my statement as being **would** result in a tax increase which I did not write and have not said. I merely stated that land acquisition costs **could** result in a tax increase. In any event, you then emphasize that there has never been a consideration or a proposal by the City to increase taxes on the residents of the City for this project.

I refer to your memo dated August 8, 2003 to the Honorable Mayor and City Council Members providing an update on the proposed I-75/Crooks/Long Lake Road Interchange Project which is attached. In your memo, you state that this project is contingent upon the City of Troy providing right-of-way. You further note:

"Estimates are vague at this time, but we're most likely looking at property acquisition costs between \$12 and \$16 million for this project. As such, the City of Troy would have to float a bond, most likely an MTF (Michigan Transportation Fund) bond, to fund a portion of this right-of-way.

Attached is a fax from our financial advisor which indicates that our MTF bonding capacity is such that we could issue a bond in the amount of \$15,500,000 and use our Act 51 revenues to pay the proceeds. However, we currently use more than our existing Act 51 allocation for road projects. **Thus in order to maintain our same level of service we would need to have a tax increase of up to 0.25 mils to achieve our same service level.** And I'll be needing direction from you on this matter sometime soon.

Conclusion

You end your correspondence by stating that if I had returned Mr. Smith's call from last week, I would have also learned of additional discussions between MDOT and the Federal Highway Administration. Mr. Smith left me a voicemail message on Thursday, March 4, 2004. I returned that call on Monday, March 8th and left a message for Mr. Smith to call me. We then spoke on Tuesday, March 9, 2004. In that conversation, Mr. Smith said nothing about the points referenced in your letter. On the contrary, he threatened White Chapel with a lawsuit to be filed by the City of Troy. Our discussion was brief.

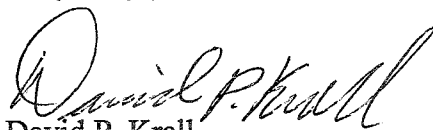
I do not appreciate the reference in your letter to my lack of "good faith." The threat of filing frivolous litigation by a City official against a valued corporate citizen of 79 years who is merely questioning the wisdom of an ill conceived proposed action by that governmental entity is the height of arrogance. Let us remind you, White Chapel gave property for the construction of I-75. White Chapel also gave property to the City of Troy at no cost for the improvement of Long Lake and Crooks Road. Nevertheless, please be assured that White Chapel will always deal with the City in good faith.

Page 7
John Szerlag
March 11, 2004

I care deeply about the City of Troy. However, as the President and Chief Executive Officer of White Chapel, I also care deeply about the thousands of families who have loved ones buried at our cemetery. I have a responsibility to protect this sacred ground, and I will not shirk from that duty. I am convinced that the proposed interchange will do far more harm than good.

Thank you for your kind attention.

Very truly yours,



David P. Krall
President and Chief Executive Officer
White Chapel Memorial Association

cc: Mayor Matt Pryor
Mayor Pro Tem David A. Lambert
Councilwoman Robin E. Beltramini
Councilwoman Cristina Broomfield
Councilman David Eisenbacher
Councilman Martin Howrylak
Councilwoman Jeanne M. Stine



CITY MANAGER'S OFFICE
500 W. Big Beaver Rd.
Troy, MI 48064
Phone: (248) 524-3330
Fax: (248) 524-0851



Fax and/or Email Cover Sheet

TO:	The Honorable Mayor and City Council Members
FROM:	John Szerlag, City Manager <i>John Szerlag</i>
DATE:	August 8, 2003
SUBJECT:	Update on Proposed I-75/Crooks/Long Lake Interchange Project

You may have heard that the State of Michigan is planning on proceeding with the above-referenced project which will be contingent upon the City of Troy providing right-of-way. Estimates are vague at this time, but we're most likely looking at property acquisition costs between \$12 and \$16 million for this project. As such, the City of Troy would have to float a bond, most likely an MTF (Michigan Transportation Fund) bond, to fund a portion of this right-of-way.

Attached is a fax from our financial advisor which indicates that our MTF bonding capacity is such that we could issue a bond in the amount of \$15,500,000 and use our Act 51 revenues to pay the proceeds. However, we currently use more than our existing Act 51 allocation for road projects. Thus in order to maintain our same level of service we would need to have a tax increase of up to 0.25 mills to achieve our same service level. And I'll be needing direction from you on this matter sometime soon.

I'll have more information for you as things develop.

As always, please feel free to call should you have any questions.

c: Lori Buhm	Pat Petitto	Doug Smith
Bill Huotari	Neall Schroeder	Steve Vandette
John Lamerato	Gary Shripka	

MAR 12 2004 PM 3:54

March 12, 2004

HAND DELIVERED

Lori Grigg Bluhm, Esq.
Troy City Attorney
500 West Big Beaver Road
Troy, Michigan 48084

Re: White Chapel Memorial Cemetery

Dear Ms. Bluhm:

As you know, our firm represents White Chapel Memorial Cemetery. On Tuesday, March 9, 2004, you contacted our office and noted that the City might commence litigation against the cemetery based upon statements made that the proposed I-75/Crooks Road interchange would require the removal of graves.

In our discussion, I emphasized that all statements made by White Chapel on this issue have been accurate. You indicated that the City would provide unequivocal written assurances to White Chapel that no gravesites would be moved. I acknowledge receipt of correspondence directed to me and my colleague from Doug Smith (Troy's Real Estate and Development Director) dated March 9, 2003 (obviously the year was in error) in which it is stated in pertinent part "we would under no circumstances impact existing gravesites." Further, we have been provided with a copy of a letter from City Manager John Szerlag to David Krall who is the President and Chief Executive Officer of White Chapel who also stated, among other things, "that no occupied gravesites will be moved."

White Chapel will treat these statements as an unambiguous promise that in no way would the proposed I-75/Crooks Road interchange require the removal of existing gravesites. Enclosed is a facsimile copy of Mr. Krall's response to Mr. Szerlag's letter which was sent on March 11, 2004. In that communication, Mr. Krall expressly indicates that he will treat Mr. Szerlag's representation in his "March 8th" correspondence as an unequivocal promise that no matter what design plan is ultimately approved, no gravesites will be moved under any circumstances."

I trust that we have finally placed the issue of gravesite removal behind us. Based upon these assurances, White Chapel has changed its message on WJR radio to delete any references to the possible removal of gravesites. Further, White Chapel representatives have been and will continue to acknowledge that Troy officials have assured them that no graves will be moved.

Unfortunately, the resolution of this specific issue does not address the larger problem of acquiring any White Chapel property. As Mr. Krall noted in his correspondence to Mr. Szerlag,

Page 2

Lori Grigg Bluhm, Esq.

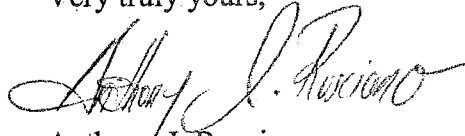
March 12, 2004

"[w]hile your promise not to move graves is appreciated and important, the fundamental problem still remains that no land should be taken from White Chapel."

I also hope that the City does not decide to initiate any legal action at this time against White Chapel. However, if legal action is authorized, please contact me before any judicial proceedings are commenced and we can explore ways to reason together. Naturally, if any judicial involvement is sought, please contact me directly as White Chapel's attorney.

Thank you for your kind attention and cooperation.

Very truly yours,



Anthony J. Rusciano

Direct Dial (248) 901-4038

arusciano@plunkettcooney.com

AJR/kms

enclosure

Blmfield.15962.25803.542274-1

April 2, 2004

Lori Grigg Bluhm, Esq.
Troy City Attorney
500 West Big Beaver Road
Troy, Michigan 48084

RECEIVED

APR 05 2004

CITY OF TROY
CITY MANAGER'S OFFICE

Re: White Chapel Memorial Cemetery

Dear Ms. Bluhm:

I was contacted this afternoon by a representative of our client White Chapel Memorial Cemetery who advised that some type of counting device has been placed across certain maintenance driveways of the cemetery. As I understand it, there are two (2) counting devices. One is hooked by a chain to the White Chapel iron fence, and the other is hooked around White Chapel's mailbox. These devices and the attached cords impact White Chapel's far west driveway and center driveway.

I do not know who was responsible for taking this unauthorized action. Nevertheless, I am writing to you with a copy to Doug Smith (Real Estate and Development Director) to learn if either of you can provide any information.

I know that Mr. Smith wrote to me on March 9, 2004 (the actual letter was incorrectly dated 2003) in which he stated in pertinent part:

"... that MDOT, working with the Federal Highway Administration (FHA) had actually okayed the use of the eastern driveway as a maintenance road for 'in only' traffic. Furthermore FHA invited us to submit information regarding the volume of traffic that uses that maintenance drive to consider whether or not to allow two-way traffic on that maintenance drive."

Based upon Mr. Smith's written comments, I am assuming that the City of Troy decided to place certain counting devices to gather information to provide to the FHA. If I am incorrect in that assumption, please let me know as soon as possible, and accept my apology for writing this letter. Naturally, if you know who took this action, please advise. However, assuming the City is the responsible entity, please note that White Chapel does not consent to the use of its property for purposes of these counters without the prior written authorization of the President and Chief Executive Officer of White Chapel. In addition, we emphasize the following concerns:

- Nobody from the City contacted anyone at White Chapel or my office to indicate that any counting devices were going to be placed on White Chapel driveways. They simply appeared today without warning.

Page 2

Lori Grigg Bluhm, Esq.

April 2, 2004

- The use of White Chapel's fence and mailbox to hook the counting devices constitutes a trespass on White Chapel property.
- The counting cords themselves could pose a hazard to pedestrians in the area.

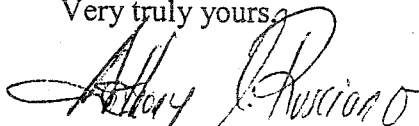
If the City did take this action, White Chapel requires additional information in writing as soon as possible:

1. Why are these counters being used and for how long does the City intend to use them?
2. Has the City of Troy entered White Chapel property on other occasions without securing the permission of White Chapel to do so? If so, please provide details.
3. Does the City of Troy have any plans to enter upon White Chapel property in the future without receiving the advance permission of White Chapel to do so? If so, what are those plans?

White Chapel will not be unreasonable. Although White Chapel strongly opposes the construction of the proposed I-75/Crooks Road-Long Lake Road interchange and strongly opposes the taking of any White Chapel property as a part of that project, our client will continue to do its best to act in good faith in its dealings with the City. However, White Chapel does not consent to any entry on its property or use of its property by the City for purposes of evaluating or developing the proposed interchange project without the prior written consent of White Chapel.

Thank you for your kind attention and cooperation.

Very truly yours,



Anthony J. Rusciano
Direct Dial (248) 901-4038
arusciano@plunkettcooney.com

AJR/kms

cc: Mr. Doug Smith
Real Estate and Development Director

Page 3

Lori Grigg Bluhm, Esq.

April 2, 2004

Mayor Matt Pryor

Mayor Pro Tem David A. Lambert

Councilwoman Robin E. Beltrami

Councilwoman Christina Broomfield

Councilman David Eisenbacher

Councilman Martin Howrylak

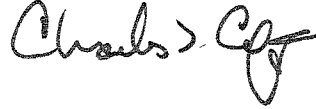
Councilwoman Jeanne M. Stine

Blmfield.15962.25803.542274-2

June 1, 2004

TO: John Szerlag, City Manager

FROM: Charles T. Craft, Chief of Police



SUBJECT: Criminal Activity Related to Freeway Entrance/Exit Ramps

On May 5, 2004, in response to your inquiry, I provided you with a memorandum indicating that the police department could not locate any information establishing a link between the crime and the construction of a freeway entrance/exit ramp. Subsequently, a citizen cited a study that indicates there is a correlation between highway entrances/exits and home invasions (residential burglary). I have reviewed available information regarding that study, as well as a Department of Justice study on home invasions, and statistical information regarding home invasions occurring in Troy.

The study cited by the citizen, the Greenwich Study of Residential Security, focused only on home invasions that occurred in Greenwich, Connecticut. The study was funded by the alarm industry, and set out to determine if burglars choose their targets based on rational considerations. The researchers concluded that eleven variables impacted the likelihood of a home being broken into. Amongst those factors was proximity to a highway entrance/exit. Specifically, homes in Greenwich that were within 1/3 of a mile to highway entrance/exit had an increased likelihood of burglary. The study also determined that expensive homes, which they classified as anything over \$900,000 in value, that were detached from other residences, located close to a major highway, and that did not employ deterrents (alarms, locks, frequent occupancy, etc.), were more likely to be burglarized than were less expensive homes, which they classified as \$150,000 - \$300,000 in value, meeting the same criteria. I determined that the average 2002 selling price of a home in Greenwich was \$1.8 million and that four major highways leading to New York City pass through Greenwich.

The articles I read regarding this study referred to "highway" entrance/exits and proximity to major highways. I attempted to contact the authors of the study in order to clarify if "highway" meant a limited access roadway, such as I-75, or some other form of a roadway. They have not returned my calls or emails. Clearly, there are significant demographic differences between Troy and Greenwich. Without clarification I cannot state this study has universal application.

A similar Department of Justice (DOJ) study examined the issue of home invasion. The DOJ determined that single - family homes located at or near major thoroughfares might be more susceptible to burglary. The other variables impacting the likelihood of a home being broken into were very similar to those cited in the Greenwich study. Those variables included preventive/deterrent measures employed (alarms, deadbolts, etc),

occupancy (how often someone is home), type of street the home is located on (cul-de-sac, main road, mixed use street), location on the street (corner, mid-block, near a park), the structure of the home, and the presence of a dog. The study also stated that the information provided is generalized and should be reviewed within the context of the local experience.

With that in mind I reviewed the 2003 occurrences of home invasion within 1/3 and 1/2 of a mile of an I-75 entrance/exit. That review indicated the following:

- 6.4% (9) of the total home invasions occurring in 2003 (190 in total) were located within 1/3 of a mile of one of the five I-75 entrance/exit ramps located in Troy. Of those home invasions, one occurred at a single-family residence, the other 8 occurred within apartment complexes.
- 12.9% (18) of the total number of home invasions occurred with a 1/2-mile radius of an I-75 entrance/exit. Of those, three occurred at single-family homes, while the remaining 15 occurred at apartment complexes.

Based on my experience and training, I agree with many of the conclusions reached in the Greenwich and DOJ studies. Specifically, burglars do utilize some rationale in selecting targets. The process may be more instinctual than thought out, however, there is reason behind their decisions. I also agree that the use of deterrent devices (locks, alarms, lights, light timers, etc.), how often the home is occupied, and stopping mail/newspaper delivery while the resident is away, impact the likelihood of being burglarized.

However, my experience and our statistics do not support the assumption that proximity to a freeway entrance/exit increases the chances that a single - family home located in Troy will be burglarized. Therefore, given our local situation, I do not believe the study supports the position that construction of a freeway ramp will lead to an increase in crime.

7. Market Measurement recommends that the issues outlined below be viewed as particularly important topics for City of Troy communication activities, primarily to make residents aware of activities and action plans in-place to respond to these issues (i.e., to create more favorable "perceptions" about these popular areas of concern):

- ♦ Traffic (dominant concern among residents)
- ♦ Safety and security in the City of Troy (issue characterized by the greatest variance in ratings when comparing those "very favorable", vs. less than "very favorable" toward the City of Troy, on an overall basis)
- ♦ Good schools (to further reinforce highly favorable sentiment expressed toward this evaluation criterion, especially among younger residents)
- ♦ Road maintenance (received the lowest ratings in the aided evaluation and may also be related to negative sentiment expressed toward traffic)
- ♦ Snow removal (also a lower rated issue in the aided evaluation).

8. *Troy Today* should be viewed as a highly popular publication, with almost half of all residents reading "all" of "most", with this proportion increasing to three-quarters when including those who read at least "some".
9. Although some opportunities for improvement may exist, virtually all readers of *Troy Today* provide at least a "somewhat favorable" rating for this publication.
10. Among all City of Troy residents, more than one-in-four has watched a City Council meeting on local cable TV and almost half are at least aware that City Council meetings are broadcast on local cable TV. Might this serve as support for maintaining the policy of broadcasting City Council meetings?

3. Probably to no one's surprise, the most popular concern/or criticism, associated with the City of Troy is traffic congestion. More than one-in-three City of Troy residents (36%) identified this topic, on an unaided basis. This compares with the next most popular mention [which also might be related to traffic concerns], which is "fast growth" (10%). It is also encouraging to note that almost a third (31%) specifically indicated that they have "no concerns" about the City of Troy. Beyond these individual mentions, most criticisms/concerns are directed at what could be considered City-controlled topics, such as taxes, responsiveness of public officials, road maintenance, snow removal, garbage pick-up, etc.

Table 2-3

4. In an aided evaluation, at least three-quarters of all City of Troy residents indicate that they are "very satisfied" with police (83%), the fire department (83%) and community EMS (79%). Nearly three-quarters (72%) indicate that they are very satisfied with waste removal. By comparison, only slightly more than half are "very satisfied" with snow removal (58%) and road maintenance (51%). By comparison, virtually all residents are at least "somewhat satisfied" with these issues, suggesting no serious problems, or unmet needs.


Table 2-4

5. Those less than "very favorable" in their overall rating of the City of Troy also provide measurably lower satisfaction ratings for police, snow removal and road maintenance.

Table 2-5

May 6, 2004

TO: The Honorable Mayor and City Council Members

FROM: John Szerlag, City Manager 

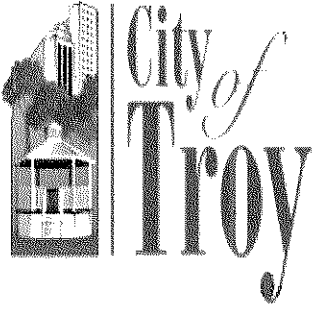
SUBJECT: Proposed I-75/ Crooks/ Long Lake Road Interchange Improvement

We are still developing the power point presentation for the above referenced issue. However, I wish to include the following in advance of this study item:

1. Memorandum from City Attorney Lori Bluhm indicating legal implications of abandoning the I-75/Crooks/Long Lake Road Project.
2. Memorandum from Police Chief Charles Craft relative to effects of freeway entrance/exit ramps on crime rates.
3. Executive Summary along with complete report of the traffic simulation analysis conducted by Hubbell, Roth & Clark Inc.

For your convenience, also included is my memo of April 29, 2004 sent to you last week regarding this topic.

As always, please feel free to contact us should you have any questions.



TO: Mayor and Members of Troy City Council
FROM: Lori Grigg Bluhm, City Attorney *LG*
DATE: May 6, 2004
SUBJECT: Legal Implications of Abandoning I-75/Crooks/Long Lake Road

As articulated by City Management, the I-75/ Crooks Road/ Long Lake Road project has a long history, dating back to 1971. Throughout this period, many actions have been taken in furtherance of the interchange project. These actions include an amendment to the Master Land Use Plan, acquisition of property, execution of contracts, and efforts in economic redevelopment.

On numerous occasions, the Troy City Council voted to approve actions that were an integral part of the overall traffic reduction plan for the northwest section of the City. This public support for the entire project, and more specifically the I-75/ Crooks Road/ Long Lake Road interchange project, served as an incentive for businesses to locate in that area. Many business entities acted in reliance on the timely completion of the interchange project, which was projected to manage the increasing volume of traffic.

A sudden abandonment of this project, especially where there has been repeated justification for the interchange, could lead to lawsuits by entities that perceive a negative impact on business expectations.

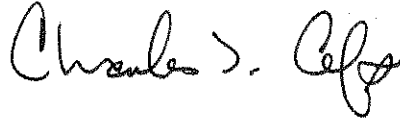
In the event that City Council wishes to discuss potential legal implications in more detail, I have provided a privileged and confidential memorandum, which can be an appropriate topic for closed session discussion.

If you have additional questions, please let me know.

May 5, 2004

TO: John Szerlag, City Manager

FROM: Charles T. Craft, Chief of Police



SUBJECT: Effects of Freeway Entrance/Exit Ramps on the Crime Rate

Per your direction, I have researched the effect the construction of a freeway entrance/exit ramp has on the crime rate in the surrounding area.

I am personally unaware of any research and statistical data concerning this subject. I conducted an Internet search and was unable to find anything addressing freeway entrances/exits and crime.

I assigned Officer Jeff Stacey, who serves as a crime prevention specialist, to research the matter. He contacted the National Criminal Justice Reference Service, the Federal Highway Administration, and the Michigan Department of Transportation; all advised him that they have no data that concerns crime rates in relationship to freeway access.

The question posed indicates a belief that access to an area from a freeway or onto a freeway from a surface street will result in an increase in crime. My experience, and knowledge of crime in Troy, does not support this belief.

Please advise if you require additional information.

May 4, 2004

To: Chief Craft

From: P.O. Stacey

Re: Effects of crime in areas where there are expressway ramps/highway access.

Chief,

Per your request, I have attempted to locate information and or data concerning this matter, and I have been unable to find anyone that has information based on that criteria.

With the assistance of Officer J. Reynolds, on 4-29-04, we made contact with the National Institute of Justice, and asked them. On 5-3-04, I got a response from Ken Molter, of the National Criminal Justice Reference Service, 800-851-3420. He stated, "We don't have any data that indicates highway access has any effects on crime rates definitively". He further states that no national studies have been undertaken using those criteria. He stated the only related report he was able to locate was an article from 1990 titled transient crowding and crime. It basically stated that the more strangers in an area, the more crime, "except for murder, assault and rape". He stated that he could furnish a copy of that article for \$10, I did not ask for, or purchase a copy.

For possible information on this matter Molter suggested that I contact the Federal Highway Administration, at 202-366-0660. I called them and they did not have any information on this matter and referred me to Michigan Department of Transportation, MDOT, at 517-373-2090. On 5-3-04, I called MDOT and was told that they have no information concerning crime rates, but did say that there is information to support that areas with good highway access are safer with respect to vehicular traffic and traffic accidents.

I also asked our own Research and Technology Administrator, Wendell Moore, if he could furnish me with any local data on this matter. Wendell stated that there is no city data for crime rates as they compare with highway access. He further stated that using that criteria, he attempted to locate such information on intranet websites, and was unable to. It is with regret, that I am unable to locate and furnish you with any data supporting or refuting the impact on crime rates as they relate to highway access. If you require more from me on this matter, please let me no.

PRINCIPALS

Gerald F. Knapp
 Thomas E. Biehl
 Walter H. Alix
 George E. Hubbell
 Peter T. Roth
 Michael D. Waring
 Keith D. McCormack
 Curt A. Christeson

CHIEF FINANCIAL OFFICER
 J. Bruce McFarland

SENIOR ASSOCIATES

Frederick C. Navarre
 Gary J. Tressel
 Lawrence R. Ancypa
 Kenneth A. Melchior
 Dennis M. Monsere
 Randal L. Ford
 David P. Wilcox
 Timothy H. Sullivan



HUBBELL, ROTH & CLARK, INC.
CONSULTING ENGINEERS

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 Jesse B. VanDeCreek
 Robert F. DeFrain
 Marshall J. Grazioli

May 5, 2004

City of Troy
 500 West Big Beaver Road
 Troy, Michigan 48084

Attention: Dr. John Abraham, Deputy City Engineer/Traffic Engineer

Re: Traffic Model at I-75/Long Lake Road – Executive Summary

HRC Job No. 20040293.02

Dear Dr. Abraham:

With this letter we are transmitting the CORSIM model simulation for the roadway network in the area bordered by Square Lake Road, Livernois Road, Long Lake Road and Crooks Road. The defined area includes the I-75/Crooks Road interchange. These models include the latest geometric modifications suggested by MDOT. We have also prepared a comparison of existing and future geometry under future year 2025 traffic conditions.

The model showed that there is significant difference between having and not having the interchange. With the interchange improvements in place average speed on the system increases and the vehicle-hours of travel are reduced. Specifically, with the interchange the average speed of the network will increase by 64% in the AM peak and by 97% in the PM peak. The vehicle hours of travel will decline by 20% for the AM peak and 36% for the PM peak.

Additional analysis showed that the Level of Service (LOS) along Long Lake Road, within the study area, is improved with the interchange in place. This improvement in operations is a result of a redistribution of traffic after access to I-75 is modified. Future PM peak hour volume on Long Lake west of I-75 is 5,650 without the interchange and 4,340 with the interchange.

Conclusions:

- There will be significant increase in traffic volume within the study area by year 2025.
- The existing interchange operation currently has unacceptable LOS during some hours of the day, and the existing roadway network cannot handle the year 2025 traffic.
- The proposed interchange will significantly improve the operating conditions of the study area because it redistributes the traffic by providing improved access to I-75 which will reduce air pollution and fuel consumption.

Very truly yours,

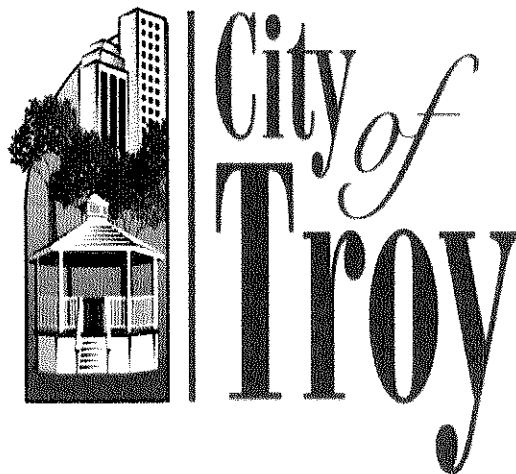
HUBBELL, ROTH & CLARK, INC.

Richard F. Beaubien, P.E., P.T.O.E.
 Associate/Transportation Director

PN/jjb

pc: City of Troy; Steve Vandette
 HRC; G. Knapp, W. Alix, File

Corporate Office: 555 Hulet Drive • P.O. Box 824 • Bloomfield Hills, MI 48303-0824 (Mailing – P.O. Box) – 48302-0360 (UPS Zip)
 Telephone: (248) 454-6300 • FAX: (248) 338-2592 or (248) 454-6312 • www.hrc-engr.com



I-75-CROOKS/LONG LAKE TRAFFIC SIMULATION ANALYSES FOR 2025

APRIL 2004



HUBBELL, ROTH & CLARK, INC.

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555 Hulet Drive • P.O. Box 824

Bloomfield Hills, MI 48303-0824

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 Robert F. DeFrain
 Marshall J. Grazioli

April 12, 2004

City of Troy
 500 West Big Beaver Road
 Troy, Michigan 48084

Attention: Dr. John Abraham, Deputy City Engineer/Traffic Engineer

Re: Traffic Model at I-75/Long Lake Road
 TSIS Simulation Results

Dear Dr. Abraham:

With this letter we are transmitting the CORSIM model simulation results for the roadway network in the area bordered by Square Lake Road, Livernois Road, Long Lake Road and Crooks Road. The defined area includes the I-75/Crooks Road interchange. These models include the latest geometric modifications suggested by MDOT. We are also providing a comparison of existing and future geometry under future year 2025 traffic conditions.

Background

HRC performed a similar study of this area for future year 2020 and submitted a report in April 2000. MDOT has changed the geometry of the proposed interchange near Long Lake since then, necessitating the revision of the CORSIM models. Attached exhibit shows the MDOT proposed geometry.

2025 Traffic Volumes

CH2MHill did a study of this area for MDOT and submitted a report in October 2002. This study forecasted volumes for the year 2025 for the build and no build options. However, the study area considered did not include Square Lake Road. HRC developed forecasts of the volumes on Square Lake Road and at intersections within the study area using CH2MHill information for 2025. HRC then used these 2025 volumes in the CORSIM models.

HRC Traffic Volume Projections

The traffic analysis prepared by CH2MHill (dated February 25, 2002, revised October 14, 2002) was reviewed and used as a base for the projection of traffic to the design year 2025 for the intersections of Square Lake/Crooks and Square Lake/Livernois. The CH2MHill analysis was also used to estimate volumes at Square Lake/Delphi, Tower/Crooks and Tower/Long Lake. Traffic volumes from HRC's April 2000 traffic analysis for the build year 2020 were projected to 2025 by distributing traffic from the CH2MHill information. Turning volumes, that were not directly affected by intersections included in the CH2MHill analysis, were projected to 2025 by using the average factor applied the study area. The attached exhibits show the volume information.

Suggested Improvements

It is important to note that our April 2000 study recommended some improvements on the surface roads along with the proposed interchange. The specific improvements were as follows:

I-75 Ramps/Crooks/Corporate Drive (existing and future geometry can be seen in the attached exhibits)

- Additional northbound right-turn lane
- Additional westbound right-turn lane
- Additional westbound through lane
- Additional eastbound left-turn lane

Crooks/Square Lake

- Adding a southbound right turn lane

Livernois

- Widening to five lanes, from Long Lake to Square Lake

This study assumes that the above mentioned improvements are in place for the year 2025 along with the proposed interchange geometry.

CORSIM Analyses

HRC modified the earlier version CORSIM models to include year 2025 volumes and the proposed geometry. The following table shows the Measures of Effectiveness from these revised models:

CORSIM Results for the Year 2025 Models

Measures of Effectiveness	Without Proposed Interchange*		With Proposed Interchange	
	AM Peak	PM Peak	AM Peak	PM Peak
Average Speed (mph)	17.15	10.93	28.43	21.51
Vehicle Hours of Travel (VHT)	1778.53	2896.56	1418.83	1864.89

* includes 5 lane geometry on Livernois

It can be seen from the above table that there is significant difference between having and not having the interchange. With the interchange improvements in place average speed on the system increases and the vehicle-hours of travel are reduced. Specifically, with the interchange the average speed of the network will increase by 64% in the AM peak and by 97% in the PM peak. The vehicle hours of travel will decline by 20% for the AM peak and 36% for the PM peak.

ACCUSIM Analyses

ACCUSIM is the post-processor and model validation software for the CORSIM. This software was used to reveal the levels of service (LOS) at each individual intersection and segment within the study area. The following table presents the LOS information for key intersections within the study area:

**Intersection Level of Service Comparison
 I-75/Crooks/Long Lake Area**

Intersection	2000 Volumes on Existing Geometry		2025 Volumes Without Proposed Interchange *		2025 Volumes With Proposed Interchange	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Crooks and Square Lake	B	B	C	D	B	C
Crooks and I-75 Ramps	E	D	E	F	C	C
Crooks and Long Lake	B	B	C	C	B	B
Long Lake and I-75 On Ramp	-	-	-	-	B	B
Long Lake and I-75 Off Ramp	-	-	-	-	C	B
Long Lake and Livernois	D	B	D	F	B	B
Livernois and Square Lake	B	F	F	F	C	F

* includes 5 lane geometry on Livernois

It can be seen from the above table overall LOS for the study area is much better with the new interchange and proposed improvements. Please see the attached ACCUSIM exhibits.

The ACCUSIM exhibits show that the LOS along Long Lake Road, within the study area, is improved with the interchange in place. This improvement in operations is a result of a redistribution of traffic after access to I-75 is modified. Future PM peak hour volume on Long Lake west of I-75 is 5,650 without the interchange and 4,340 with the interchange.

Summary

1. There will be significant increase in traffic volume within the study area by year 2025.
2. The existing roadway network cannot handle the year 2025 traffic.
3. The proposed interchange will significantly improve the operating conditions of the study area because it redistributes the traffic by providing improved access to I-75.

Very truly yours,

HUBBELL, ROTH & CLARK, INC.

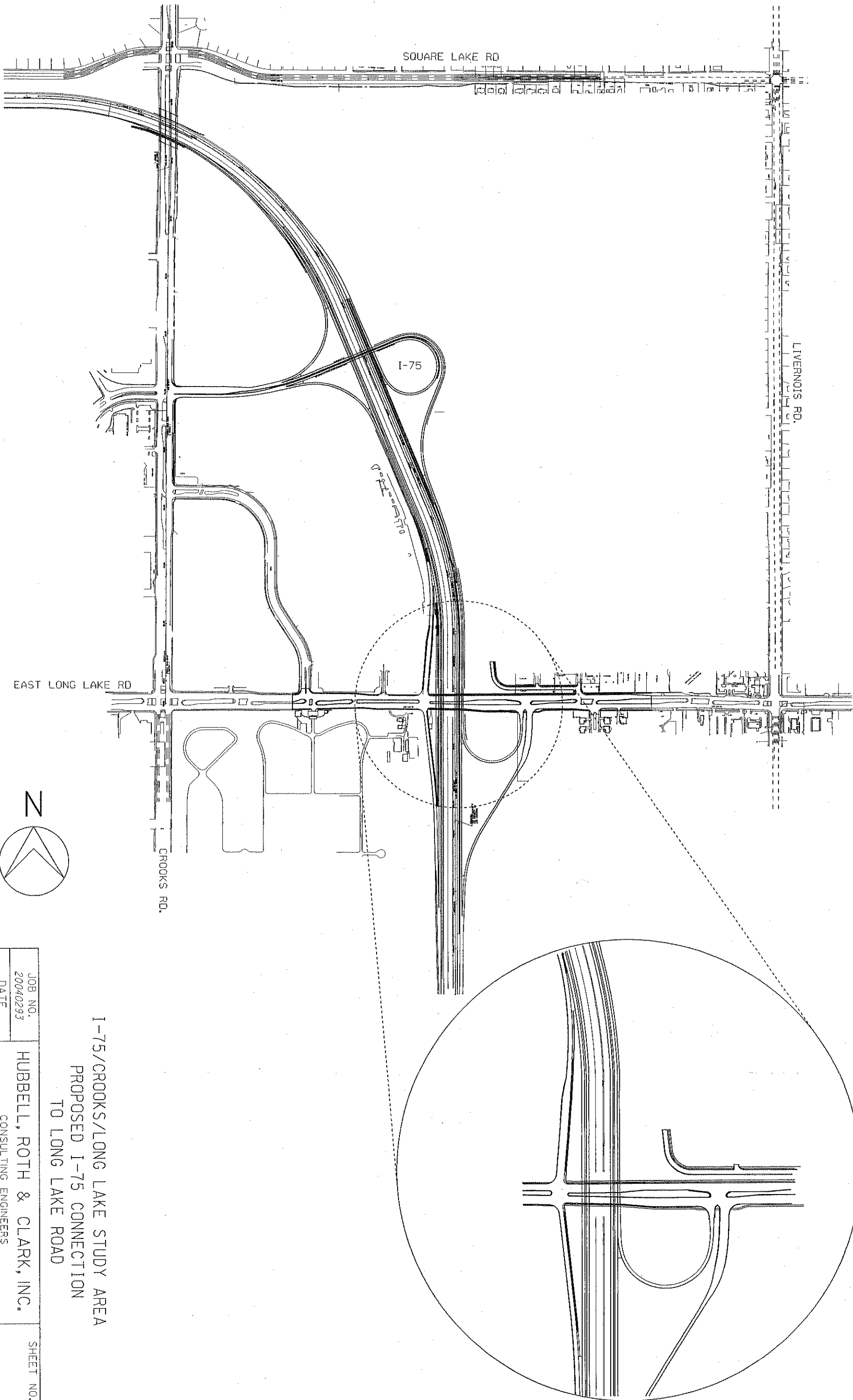


Richard F. Beaubien, P.E., P.T.O.E.
 Associate/Transportation Director

PN/jjb/scb

pc: City of Troy; Steve Vandette
 HRC; G. Knapp, W. Alix, File

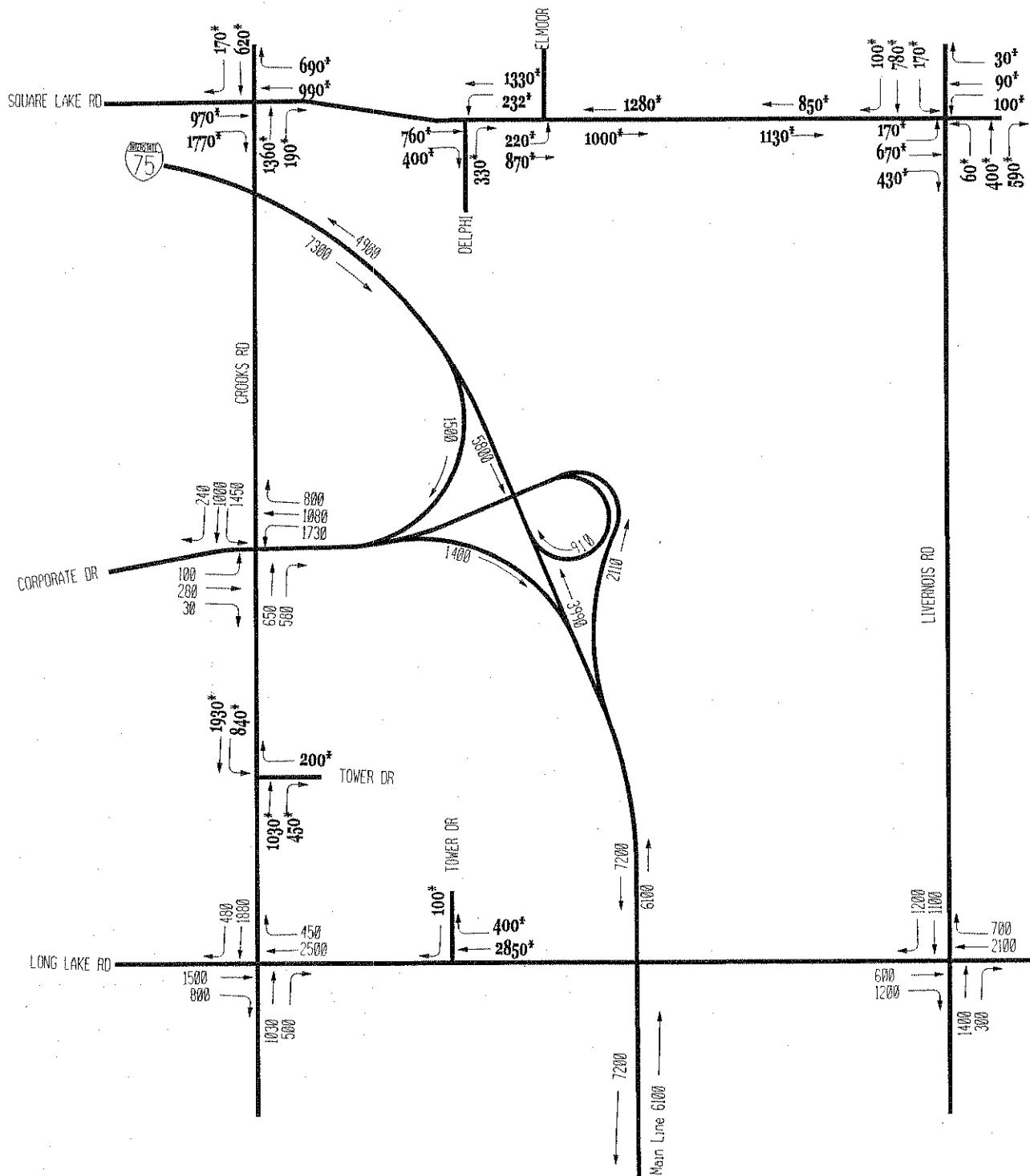
Proposed MDOT Geometry



I-75/CROOKS/LONG LAKE STUDY AREA
PROPOSED I-75 CONNECTION
TO LONG LAKE ROAD

JOB NO. 20040293	HUBBELL, ROTH & CLARK, INC. CONSULTING ENGINEERS 555 HULET DRIVE BLOOMFIELD HILLS, MICH. P.O. BOX 824 48303-0824	SHEET NO.
DATE APRIL 2004		OF

Projected Traffic Volumes



LEGEND

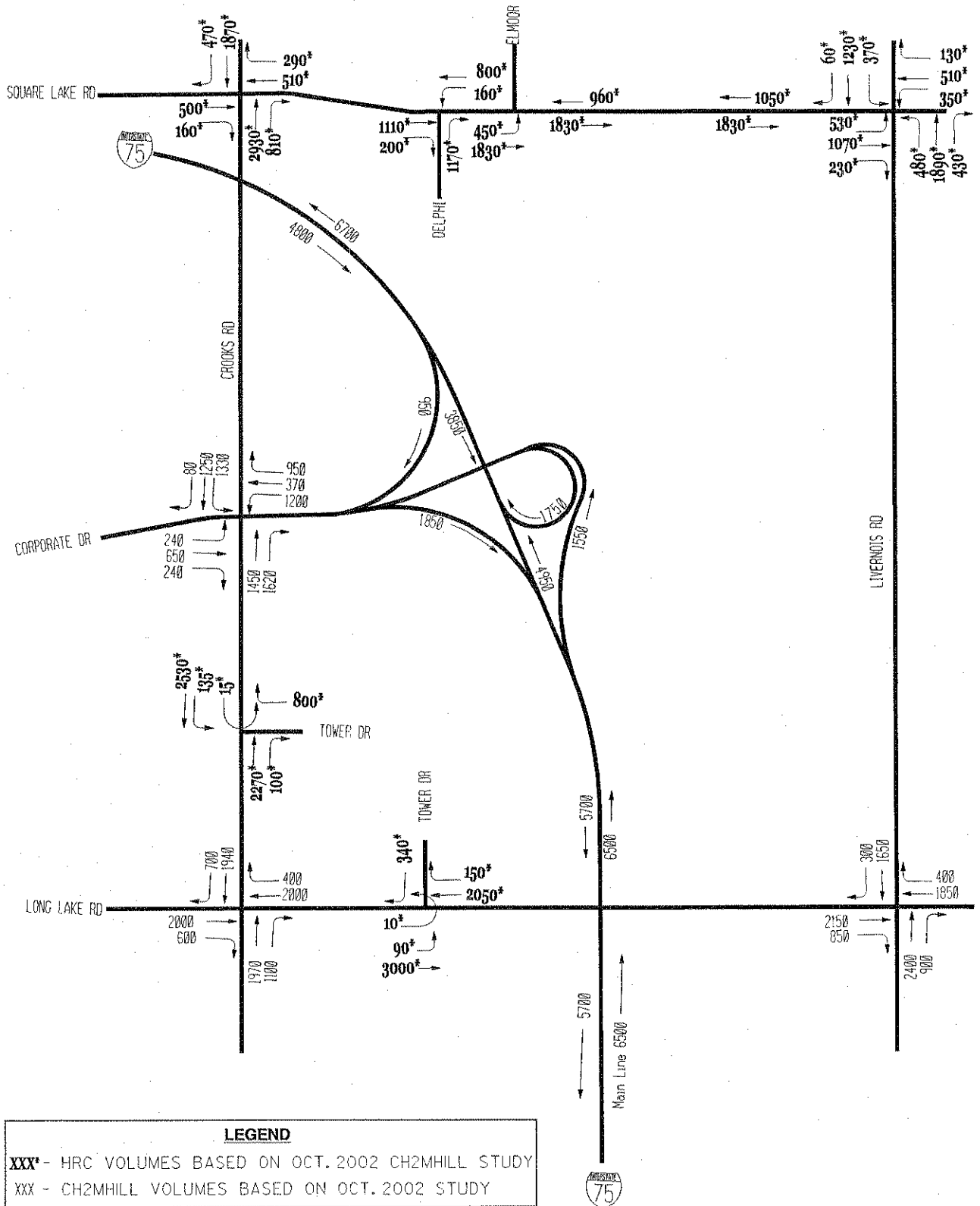
XXX* - HRC VOLUMES BASED ON OCT. 2002 CH2MHILL STUDY
 XXX - CH2MHILL VOLUMES BASED ON OCT. 2002 STUDY



NOT TO SCALE

**NO BUILD - AM PEAK
 YEAR 2025 TREFFIC**

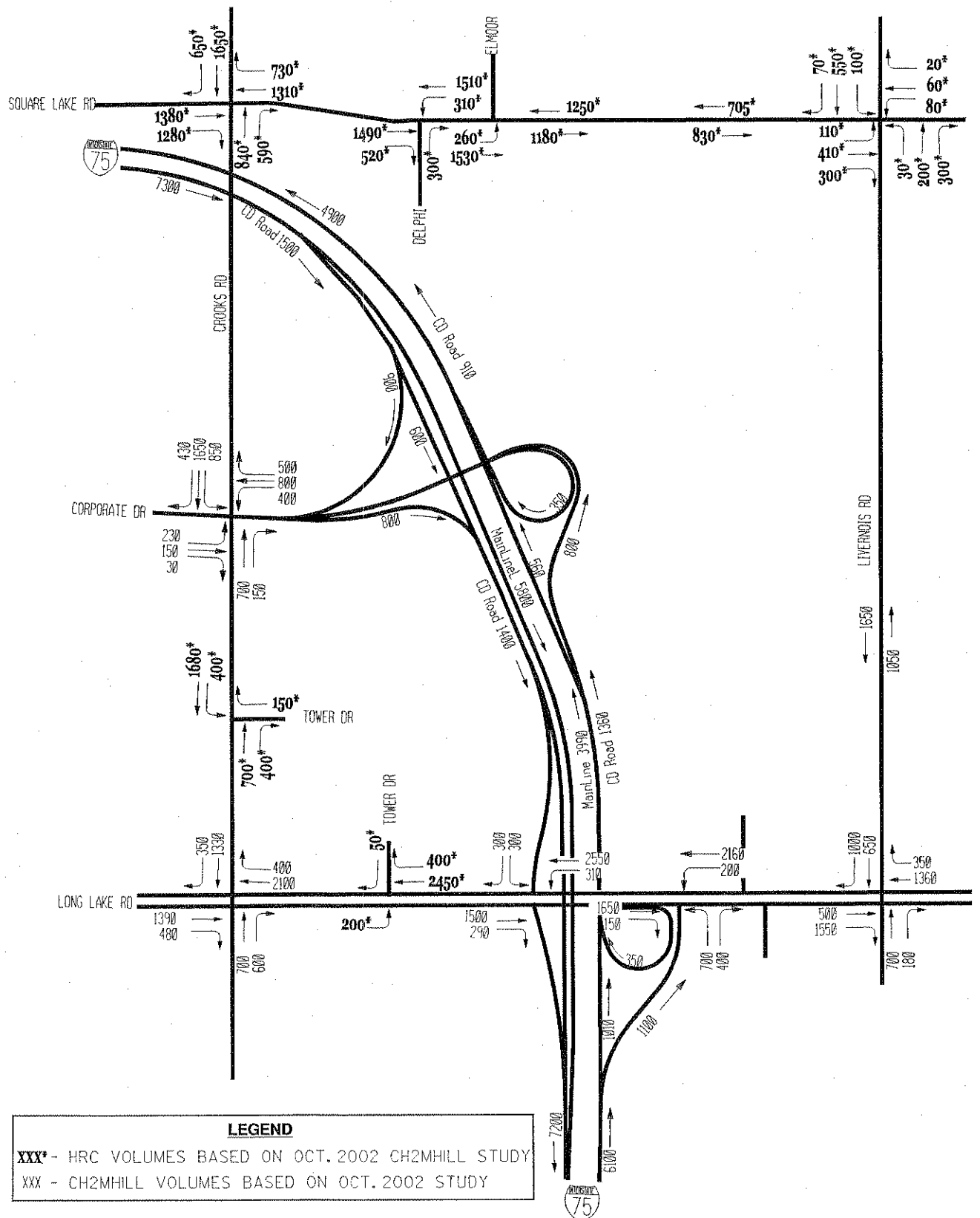
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DATE APRIL 2004		



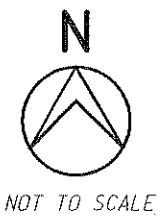
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NO BUILD - PM PEAK
 YEAR 2025 TREFFIC

JOB NO. 20040293	HUBBELL, ROTH & CLARK, INC. CONSULTING ENGINEERS 555 HULET DRIVE BLOOMFIELD HILLS, MICH. P.O. BOX 824 48303-0824	SHEET NO.
DATE APRIL 2004		OF

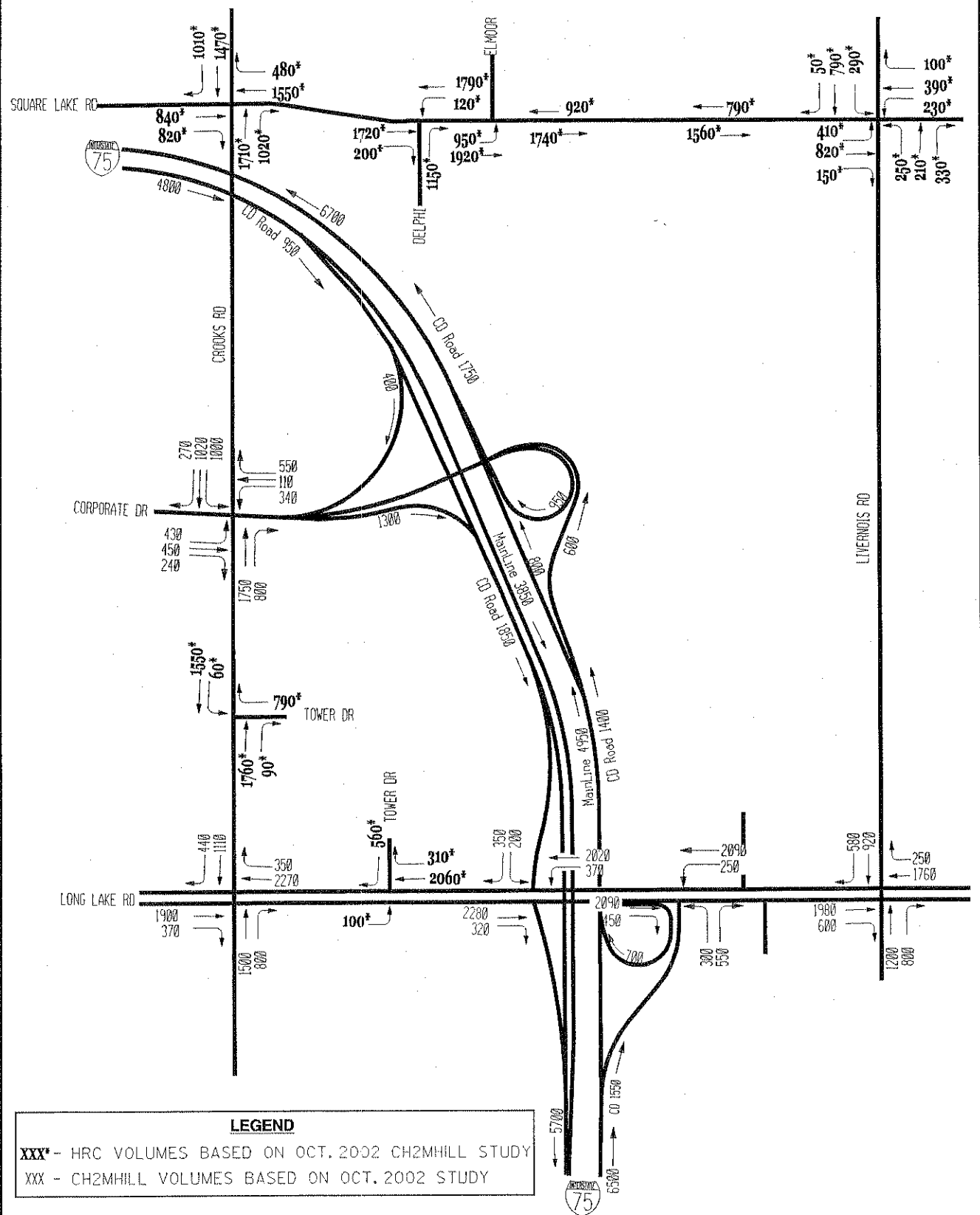


LEGEND
 xxx* - HRC VOLUMES BASED ON OCT. 2002 CH2MHILL STUDY
 xxx - CH2MHILL VOLUMES BASED ON OCT. 2002 STUDY



**BUILD - AM PEAK
 YEAR 2025 TREFFIC**

JOB NO. 20040293	HUBBELL, ROTH & CLARK, INC. CONSULTING ENGINEERS 555 HULET DRIVE BLOOMFIELD HILLS, MICH. P.O. BOX 824 48303-0824	SHEET NO.
DATE APRIL 2004		OF



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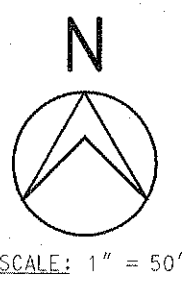
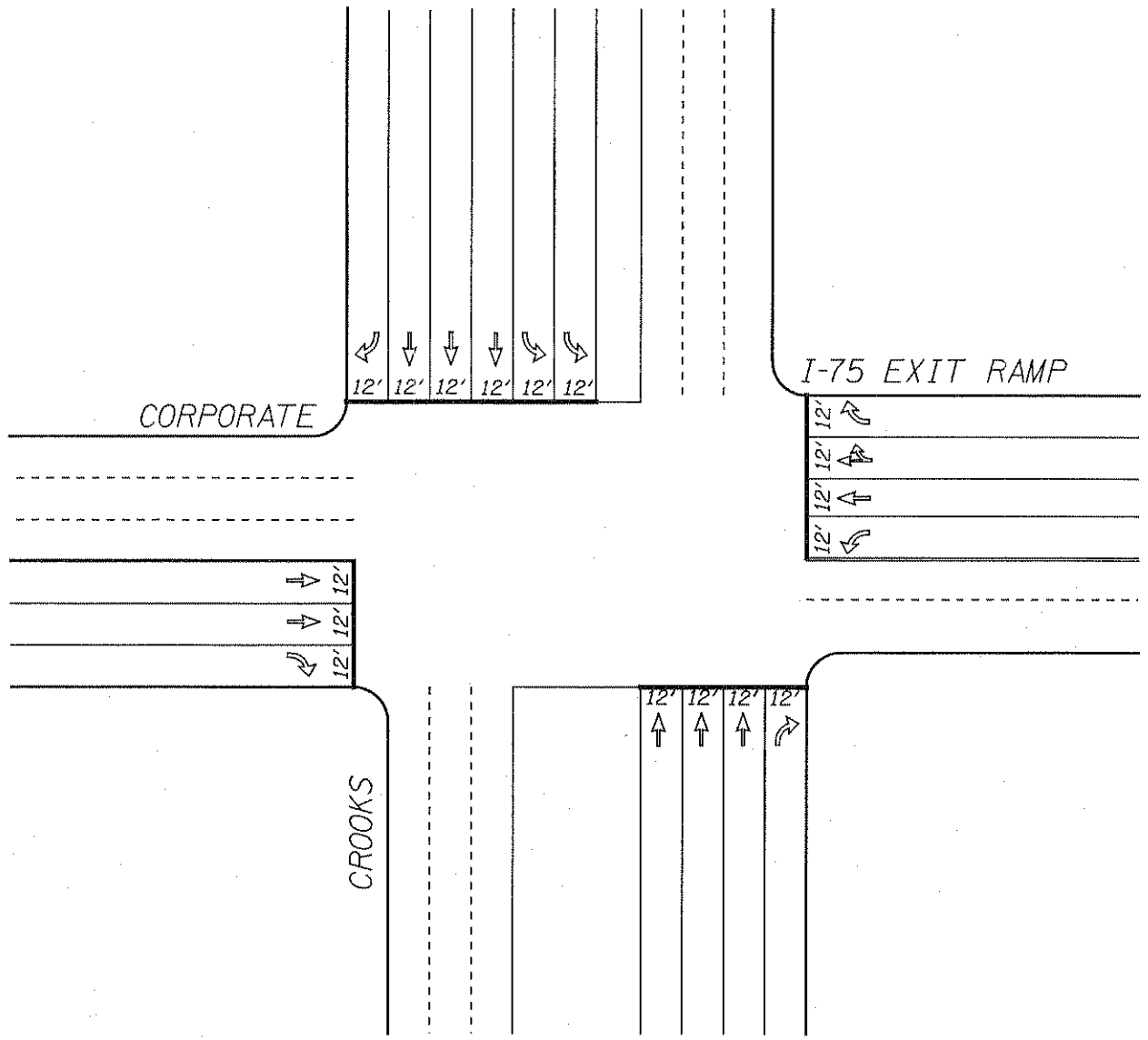
BUILD - PM PEAK YEAR 2025 TRAFFIC

JOB NO. 20040293	HUBBELL, ROTH & CLARK, INC. CONSULTING ENGINEERS 555 HULET DRIVE BLOOMFIELD HILLS, MICH. P.O. BOX 824 48303-0824	SHEET NO. OF
DATE APRIL 2004		

Existing and Proposed Geometry
At
Corporate Dr./Crooks/I-75 Ramps

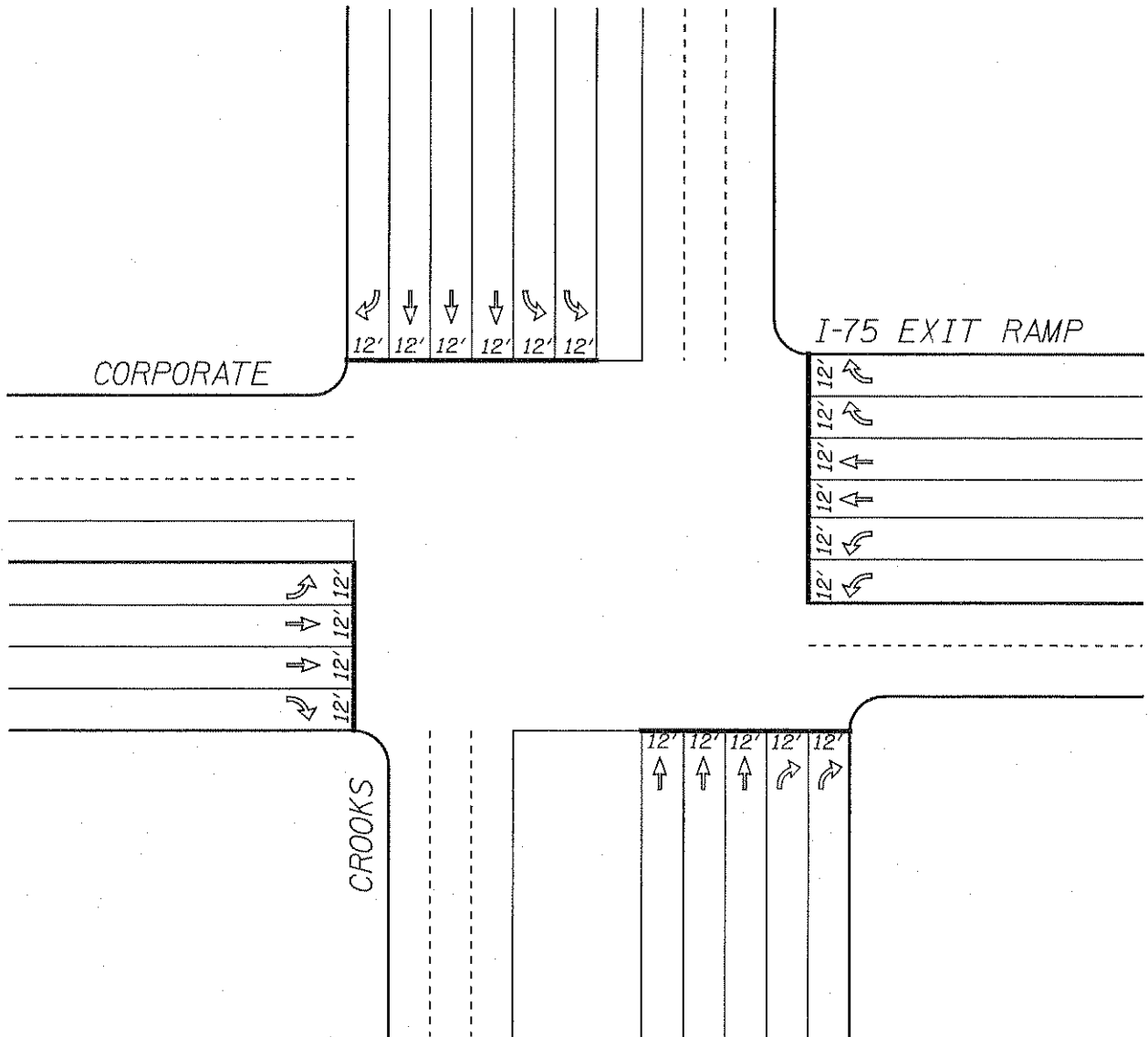
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INTERSECTION OF I-75/CORPORATE & CROOKS (EXISTING LANE GEOMETRY)



JOB NO. 20040293	HUBBELL, ROTH & CLARK, INC. CONSULTING ENGINEERS 555 HULET DRIVE BLOOMFIELD HILLS, MICH.	SHEET NO.
DATE APRIL 2004		OF

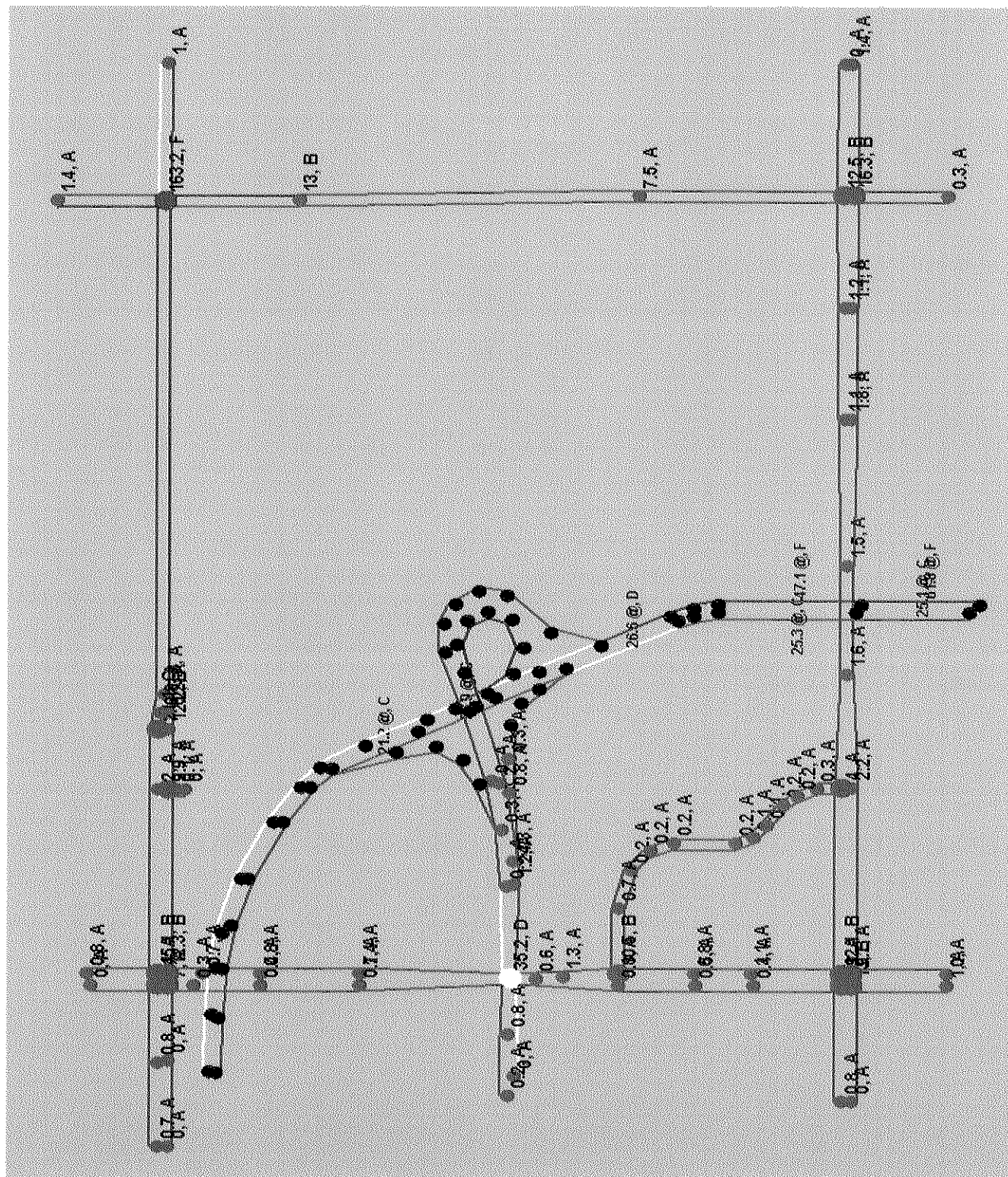
INTERSECTION OF I-75/CORPORATE & CROOKS (FUTURE PROPOSED LANE GEOMETRY)



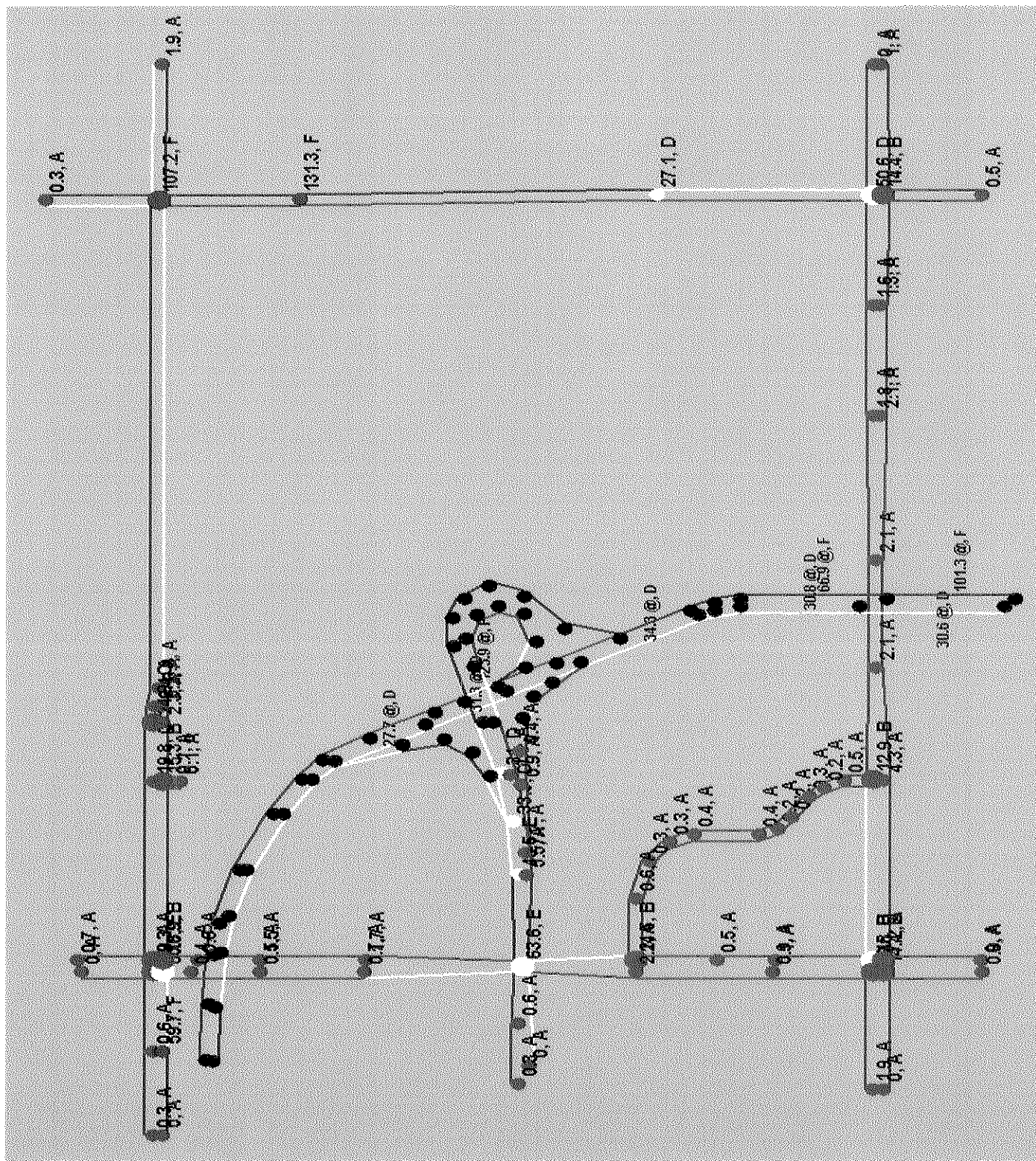
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JOB NO. 20040293	HUBBELL, ROTH & CLARK, INC. CONSULTING ENGINEERS 555 HULET DRIVE BLOOMFIELD HILLS, MICH.	P.O. BOX 824 48303-0824	SHEET NO. OF
DATE APRIL 2004			

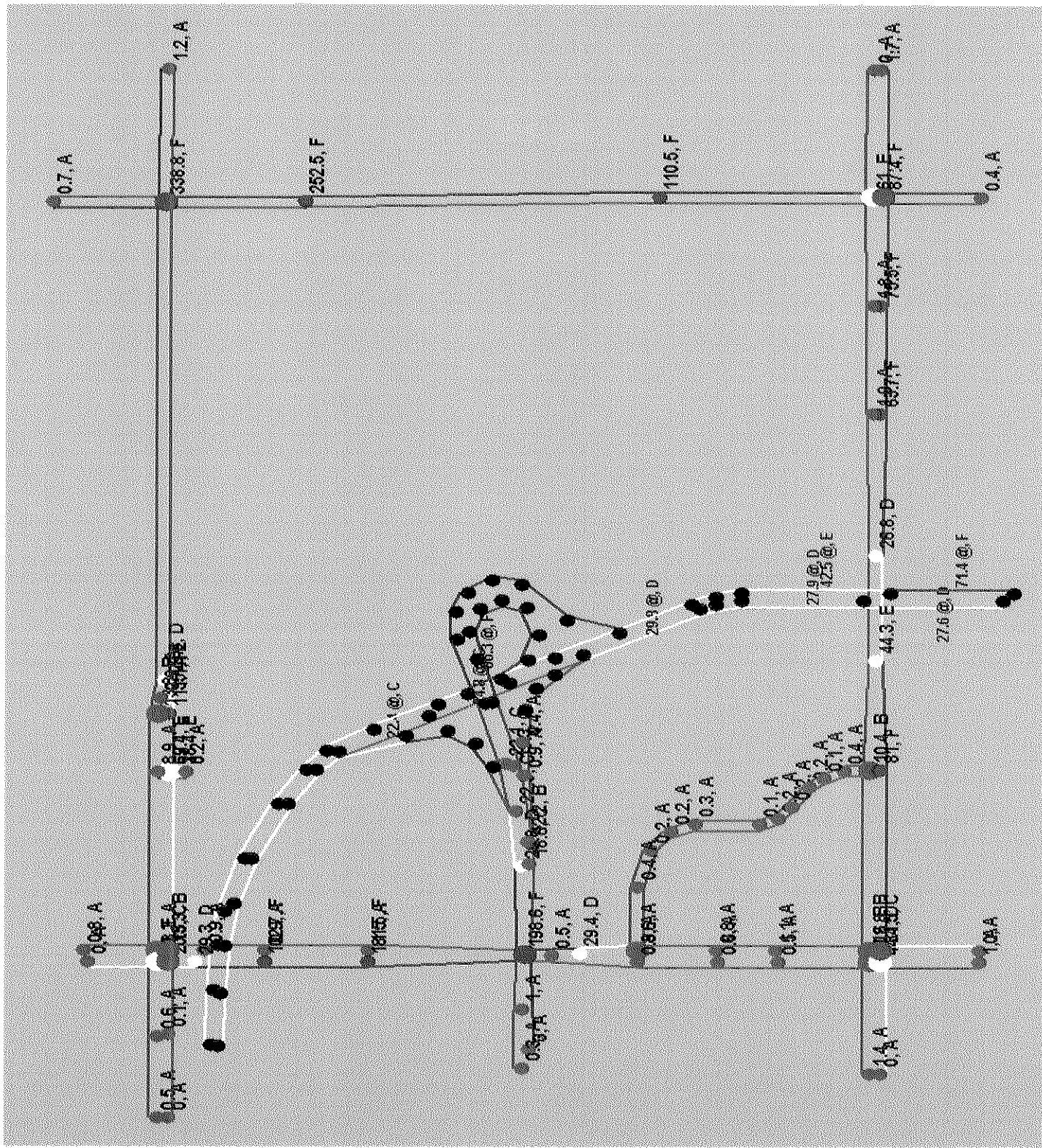
ACCUSIM Outputs



ACCUSIM Output for Existing 2000 PM Peak Traffic Volumes on Existing Lane Geometry

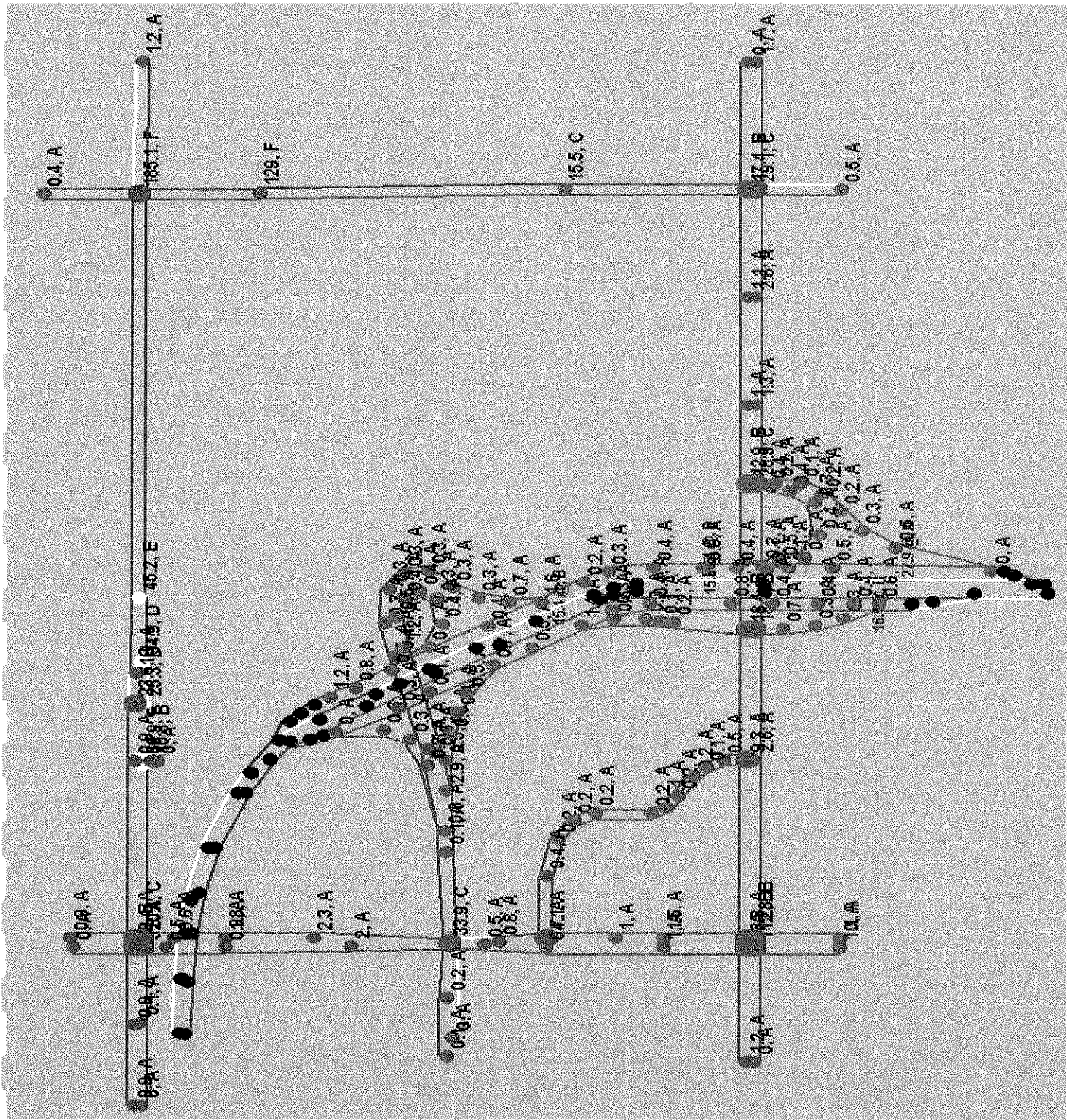


ACCUSIM Output for Future 2025 AM Peak Traffic Volumes on Existing Lane Geometry





ACCUSIM Output for Future 2025 AM Peak Traffic Volumes on Proposed Lane Geometry



ACCUSIM Output for Future 2025 PM Peak Traffic Volumes on Proposed Lane Geometry

April 29, 2004

TO: The Honorable Mayor and City Council Members

FROM: John Szerlag, City Manager

SUBJECT: Proposed I-75/Long Lake/Crooks Road Interchange
Enhancement Project

Enhanced I-75 interchange facilities have been part of the City's master plan since 1971. In 1987 Troy City Council advanced a resolution stating that development of a plan to expand interchange facilities in the I-75/Crooks Road area in order to serve existing and future traffic volumes has been assigned a high priority by both the City Council and the Planning Commission of the City of Troy. This resolution also indicated that the most appropriate conceptual plan to expand interchange facilities in the I-75/Crooks Road area, consistent with the intentions of Troy's master land use plan and master thoroughfare plan, should include new ramps to and from I-75 at Long Lake Road, and a collector/distributor road system adjacent to the I-75 mainline lanes between Long Lake Road and the existing Crooks Road ramp, but no connector road between the Crooks Road/I-75 interchange and Square Lake Road.

Council's vision in this regard has been carried out to the point where preliminary engineering is just about complete, development occurred assuming this improvement, easements have been dedicated for the project, and most right-of-way has been acquired. Estimated expenditures by the City of Troy for this project are close to \$3 million for right-of-way acquisition, and this cost does not include added frontage purchased along Long Lake Road for this proposed project. Additionally, Federal funding of approximately \$2.5 million was spent on preliminary engineering.

Because of some recent concerns expressed relative to White Chapel Cemetery, noise levels, crime, and traffic management issues, City Council wishes to reexamine justification for this proposed project. And as with all policy matters, I'll provide you with an analysis, forecast, and impact of all possible outcomes relative to this proposed project; and this will include at least the following:

A. HISTORICAL PERSPECTIVE

Define problem/challenge and what has been done to date.

- 1) Summary letter from previous City Planner Larry Keisling
- 2) Points of public contact relative to this project (to be provided)

B. PUBLIC INTERESTS/CONCERNS

- 1) Affected property owners in terms of purchasing right-of-way
- 2) Affected property owners in terms of environmental concerns including:

- Noise
 - White Chapel Cemetery
 - Residential areas

- Drainage
- Traffic volume

- 3) Other concerns regarding:

- Traffic safety/accidents
- Crime

C. TRANSPORTATION NETWORK SIMULATION ANALYSIS

- 1) Volume impact on freeway and Long Lake, Square Lake
- 2) Trip time
- 3) Deletion of Square Lake connector
- 4) Average speeds
- 5) Level of service

D. ECONOMICS

- 1) Relationship of interchange enhancement to economic development
 - Input from businesses, Oakland County, Senator Shirley Johnson, Representative John Pappageorge
- 2) Current policy of leveraging local dollars to State/Federal grants
 - This project
 - Past 5 years
 - Future projects
- 3) Costs involved in project
 - Preliminary engineering
 - Right-of-way
 - Construction

The table below delineates project elements and the impact on these elements under two options:

- 1) The enhancement project is completed
- 2) The enhancement project is abandoned

<u>IMPACT</u>	<u>WITH PROPOSED PROJECT</u>	<u>WITHOUT PROPOSED PROJECT</u>
Traffic Management	Improved traffic operations	Unacceptable levels of congestion
Major Road Traffic Volumes	Redistribution of increased traffic, reduced overall congestion	Congested areas may get more congested
Average Vehicle Speed (From simulation analysis)	AM Peak: 28.43 MPH PM Peak: 21.51 MPH	AM Peak: 17.15 MPH PM Peak: 10.93 MPH

Travel Time	Reduced	Increases with traffic over time
Access	Improved accessibility	No change
Air Pollution	Lower	Higher, more idling vehicles
Fuel Consumption	Lower	Higher
Traffic Crashes	Lowered, crashes related to I-75 and ramp backups will be lower	Patterns will continue
Level of service at Intersections	Generally improved, particularly ramps at Crooks road, all others at acceptable levels of service	Unacceptable levels of service on ramps at Crooks Road, reduced levels elsewhere
Noise levels	Study report forthcoming	Same
Environmental	Wetlands created, improved surface water quality	Status Quo
Drainage	Improved drainage systems, reduced peak flow, improved water quality, improved surface water	Status Quo
Crime	Report forthcoming	Status Quo
Economic Development	Enhances Business Retention and Attraction	Undermines long term commitments and expectations of tenants and property owners

My intention is to have a presentation to you on this matter as a study session item for the May 10, 2004 Council meeting.

As always, please call me should you have any questions or if you wish to add other elements to this project justification list.

January 24, 2000

TO: John Szerlag, City Manager
Gary Shripka, Assistant City Manager

FROM: Laurence G. Keisling, Planning Director

SUBJECT: Historical Summary of I-75/Long Lake Interchange Proposals

Improved I-75 Interchange facilities in the Long Lake Road area have been a part of the City's Master Plan since the time of the comprehensive update of that plan in 1971. At that time, Chrysler Realty was undertaking development of the 400 acre series of properties now referred to as the Northfield Hills Corporate Center, and was making residential land available in the additional 1,200 acre series of properties which they owned in the adjacent area.

After completing partial development of the Northfield Commercial and Office Area in the 1970's, Chrysler Realty decided to leave the diversified real estate business. A substantial portion of their commercial and office property was then sold to the Bellemead Development Corporation, who subsequently established Bellemead of Michigan, Inc., in order to carry out their development in this area.

In 1982, Bellemead presented their proposals for office and research development in this area, including the approximate 90 acre site at the northeast corner of Long Lake and Crooks which had previously been planned and zoned for regional shopping center purposes. Their Preliminary Environmental Impact Statement once again recognized the need for greatly improved road facilities in this area, including the provision of I-75 Interchange facilities serving Long Lake Road. Subsequent technical studies, including a detailed traffic study by the Chicago-based transportation consultants, the "Metro Group", further detailed the road improvements necessary for the proper ultimate functioning of the Northfield Hills Corporate Center. Key among these recommendations was the provision of improved I-75 Interchange facilities in the Crooks/Long Lake area.

Following determination of the extent of need for road improvements in the Northfield Corporate Center area, a unique public-private effort ensued to meet those needs, including the establishment of a group known as "CORE", the Coalition On Road Enhancement. Although that group was also interested in road improvements elsewhere in the City, its primary focus was the Northfield area. The result of the efforts in the Northfield area was the implementation of a massive road improvement program carried out primarily through a Special Assessment project, wherein over 9 million dollars of the project costs of over 12 million dollars were borne by area property owners.

In addition to the Special Assessment project in the Northfield area, additional projects were proposed, involving Federal, State, County, and City funds, for the construction of Crooks Road bridge facilities over I-75 and the reconstruction of Square Lake Road in the Crooks Road intersection area.

In late 1988, grant applications were developed for Transportation Economic Development Funds, for improvements to the Long Lake/Crooks Road Interchange, and improvements to the Crooks Road bridges over I-75, and were submitted to the Michigan Department of Transportation in January of 1989. In April of 1989, as indicated in the enclosed memorandum from City Manager Frank Gerstenecker to the City Council and the attached correspondence, the Michigan Transportation Commission announced the award of grants totaling approximately 9.9 million dollars for the indicated projects.

In the succeeding years, work proceeded on the Crooks Road bridges and on the reconstruction of the Crooks-Square Lake intersection. The substantial road improvements in the Northfield Corporate Center area, including the boulevarding of Crooks and Long Lake Roads, and other major and secondary thoroughfare improvements, had previously been completed. The extent of these improvements made the Northfield Hills area truly unique, in the sense that all but one portion of the extensive necessary road improvements had been completed in preparation for the completion of private development in this area, and thus, to a "degree in advance of need". The one missing portion or "missing link" in the necessary transportation system in this area was the I-75 Interchange improvements.

Following authorization of the Transportation Economic Development Fund Grants, efforts proceeded to bring about the necessary I-75 Interchange improvements. For a variety of reasons, including changes in proposed geometrics on the part of MDOT, and policy changes as to the potential for interchange improvements before expanding the I-75 roadway, also on the part of MDOT, the interchange improvement project did not proceed and the City of Troy lost the previously-committed grant funds,

In the intervening 10 year period since the authorization of the TED Grant Funds, partly as a result of revised interchange geometrics prepared by MDOT, the question of the implementation of ramp access to and from Square Lake Road has been raised on a number of occasions. The City of Troy has consistently opposed such a connection. Our Master Thoroughfare Plan, and road improvements which have proceeded in pursuance of that plan, have clearly indicated that it is our intention to emphasize and improve the traffic-carrying capacity of Big Beaver Road and Long Lake Road as east-west thoroughfares and to de-emphasize the scale and impact of Wattles and Square Lake Roads. Although they are Section Line Roads, Wattles and Square Lake clearly function as "residential collectors". This direction has been most dramatically demonstrated by the construction of the substantial boulevarded cross-section for Long Lake Road through the Northfield Corporate Center area, and the more recently completed boulevard cross-section construction for Long Lake Road through the Livernois and Rochester intersection areas. Conversely, the recent reconstruction of Square Lake Road in the area west of Livernois to a cross-section including one lane each way and a center left turn lane clearly indicates the community's intention to retain Square Lake as a relatively "low-key" roadway facility.

Finally, from 1998 to the present, Troy has been experiencing what all those involved generally agree to be our best office market situation ever!! Our ability to respond to this demand has been met, in great measure, by the over 90 acres of office and research land which has been sold during this period by Bellemead and developed by others. At this point in time, office and research building construction is in place or under construction on every site within the approximate 400 acre Northfield Hills Corporate Center area, with the exception of the 23 acre Kelly Services parcel at the northwest corner of Long Lake and Crooks. (The enclosed planimetric map indicates the present and pending development in this area.) It is now clear, and it will be even more clear when construction and occupancy are complete in this area, that the period of "road construction in advance of need" is over, and that all of the projected road improvements in this area will be essential in order to adequately serve the substantial corporate development in this area, and the community-at-large. Construction of the "missing link" in this system, the I-75/Crooks/Long Lake Interchange improvements, must therefore be completed as soon as possible.

/eh

copies: Neall Schroeder, City Engineer
Douglas Smith, Real Estate and Development Director
Nino Licari, City Assessor



I-75 Crooks / Long Lake Interchange Improvement Project

**City Council Study Session
May 10, 2004**



Presentation Outline

- ◆ Introduction / Executive Summary
- ◆ Historical Perspective
- ◆ Traffic Management and CORSIM network simulation
- ◆ Economic Development
- ◆ Community Costs



Executive Summary

- ♦ The Vision – 1971
 - Included in the Master Plan
- ♦ Northfield Hills Thoroughfare plan was developed in the mid-80s
 - Widening of Crooks, Long Lake, paving of Tower and Corporate – completed in late 1980s
 - Area property owners donated right of way
 - Most area property owners were special assessed for project costs
 - MDOT reconstructed bridge on I-75 at Crooks
 - City requested improvements at the I-75 Crooks interchange



- ♦ Conceptual Design & City Council adoption/approval of project - 1987

Resolution #87-1327; Plan Alternatives..I-75/Crooks Road..Development of a plan to expand interchange facilities in the I-75 / Crooks road has been assigned a high priority by both the City Council and the Planning Commission...

...most appropriate conceptual plan ..should include new ramps to and from I-75 at Long Lake Road, and a collector distributor road system adjacent to I-75 mainline lanes



- ♦ Consistent with the direction from Council, City has been acquiring right-of-way
 - The City has acquired 86% of the fee right-of-way (\$2.9 Million)
 - 23.93 acres out of a total of 27.75 acres
- ♦ Preliminary Engineering Design – 2003
 - \$2.5 Million (MDOT)
- ♦ City's practice of leveraging local dollars for State/Federal funds
 - 1999-2007 City has/will leverage \$20.8 Million to receive \$74.1 Million in Federal/State Funds



Impacts

CORSIM Analysis – Developed by Federal Highway Administration, US Department of Transportation

IMPACT	WITH PROPOSED PROJECT	WITHOUT PROPOSED PROJECT
Traffic Management	Improved traffic operations	Over capacity at ramps
Major Road Traffic Volumes	Redistribution of traffic, reduced overall congestion	Increased Congestion
Average Vehicle Speed	AM Peak: 28 MPH PM Peak: 21 MPH	AM Peak: 17 MPH PM Peak: 11 MPH
Travel Time	Reduced Up to 36% in the area	Increases



Impacts

*CORSIM Analysis – Developed by Federal Highway
Administration, US Department of Transportation*

IMPACT	WITH PROPOSED PROJECT	WITHOUT PROPOSED PROJECT
Access	Improved accessibility	Deteriorates
Air Pollution	Lower (up to 24% lower)	Higher, more idling vehicles
Fuel Consumption	Lower (up to 17%)	Higher
Traffic Crashes (Source: Traffic Improvement Association of Oakland County)	Lowered, particularly crashes related to I-75 and ramp backups	Patterns will continue
Level of service at Intersections	Generally improved, particularly ramps at Crooks road, all others at acceptable levels of service	Unacceptable levels of service on ramps at Crooks Road, reduced levels elsewhere



Impacts

IMPACT	WITH PROPOSED PROJECT	WITHOUT PROPOSED PROJECT
Noise levels	MDOT Study shows changes barely perceptible (-2 dB to +3dB)	Same
Environmental	Wetlands created, improved surface water quality	Status Quo
Drainage	Improved drainage systems, reduced peak flow, improved surface water quality	Status Quo
Crime	No known correlation	Unknown



Community Impact

- ◆ Impact of Withdrawal
 - Financial costs
 - \$3.7 Million spent (ROW)
 - \$2.5 Million (PE)
 - Potential Additional costs for City
 - Legal implications
 - Credibility (with residents, businesses, State & other levels of government, etc.)
 - For future ROW acquisitions
 - For state and federal road funding



Historical Perspective

- ◆ Designed and started construction in early 1960s
 - City population – around 19,000
- ◆ Mainly to accommodate the “move” of Chrysler Headquarters from Highland Park
 - Chrysler Realty owned majority of land in the Northfield Hills area
- ◆ A “trumpet” design was chosen
 - Works best when there are no major turning volumes
 - Assumption that majority of traffic will go across Crooks to the major development
- ◆ Interchange construction complete in the mid-1960s
- ◆ Chrysler decided to stay back in Highland Park for 20 more years due to economic conditions



Estimated

Dwelling Units
735
Population
2320



City Population = 25,000

1964



Estimated
Dwelling Units
1368 (+86%)
Population
3706

Non-Residential

Gross Floor Area
122,116

of Employees
675



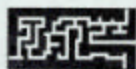
City Population = 55,400

1974



MASTER PLAN FOR THOROUGHFARES
CITY OF TROY
MICHIGAN

- ◆ Instead of having a major headquarters, now the development pattern was different
 - More turning volume than expected at Crooks Road
- ◆ The City's 1970s Thoroughfare Plan recognized this and
- ◆ Determined that the "trumpet" design will not be able to handle 1983 (projected year) traffic volumes



REID, COOL & MICHALSKI
Traffic Engineering Consultants



Estimated
Dwelling Units
1702 (+24%)
Population
4776

Non-Residential

Gross Floor Area
955,069 (+682%)

of Employees
3712



City Population = 70,900

1980



- ◆ As development plans started, a complete traffic study of the Northfield Hills Area was performed

THOROUGHFARE
and ACCESS PLAN
NORTHFIELD HILLS MALL
and Vicinity
TROY, MICHIGAN

Prepared for

FORBES COHEN PROPERTIES
Detroit, Michigan
and
CITY OF TROY
Troy, Michigan



REID, COOL & MICHALSKI, INC.
Traffic Engineering Consultants





The Northfield Hills Plan

◆ Conclusions:

- The Northfield Hills area arterials will not be able to handle traffic generated by proposed developments
- If all developments go in as planned, by 1983 the capacity of ramp connections will be exceeded - necessitating Interchange Improvements
- Called for widening of Crooks, Long Lake and improved interchange in the area, completing and widening Corporate, Tower and Investment Drives

Tuesday, April 28, 1986 Royal Oak, Mich. THE DAILY TRIBUNE

Troy, business unite in road plan

City, property owners share costs on Northfield Hills projects

STUDY TO EXPLORE ROADS IN NORTHFIELD HILLS AREA

A proposal to spend \$13.7 million on improvements for the Northfield Hills Corporate Center and the development to buy all or some of the \$4.2 million right-of-way expense was approved at the Troy City Council's meeting last Monday.

In order to enlarge several of the roads in the Northfield Hills area, the city will have to receive right-of-way ownership of land from some 17 different groups.

When originally Troy Mayor Richard Doyle had hoped all of the tax would be donated, it appears that as a corporate tax relief to do so.

"If all of the groups donate that 25%, the city will pay nothing. But right now it is looking to donate, is the city has agreed to pay each group based data based on the amount of

land they own.

While the city will be paying for \$13.7 million of the project, the rest of the costs will be covered by the businesses, based according to the number of acres they own in the Northfield Hills area.

"This is the first time in Michigan anything like this has been split between city and business has ever happened," said City Attorney Peter Lefebvre. "It will take the business burden all resident taxpayers and

private drivers, both of which are private.

GENERAL NORTHFIELD Hills business representatives said they think it is a fair deal for them to be asked to pay for the improvements because some of the improvements are not adjacent to their property.

"My company fully supports the widening of Crooks and Long Lake, but we oppose having to pay the costs of Tower and Investment

improvements or Corporate as Tower, however, Ken Strobel, a vice president for Belknap, a company that owns more than half the acreage in the project, disagreed.

"Anyone who's traveled in Troy in the past year knows the narrow road situation," said Strobel. "If the improvements do not go through that part of the community will be a nightmare in development conditions."

which Councilman Peter Lefebvre

The city's share of the project is \$13.7 million; other costs are spread among the corporations within the center according to acreage. More than \$300,000 will be donated to firms which have contributed to improvements within the center in the past.

Several firms have donated the improvement plans, however, stating that not all improvements would be enjoyed equally by all tenants.

Terry Wilson, vice president of communications for Easco Corporation, said his firm should not share costs for Corporate and Tower drives since their property is located too far north of the drive for daily business use.

Easco owns two parcels of land within the center, totaling more than 20 acres. Representatives from the Northfield Hills and Northfield Hills I and II firms said they opposed the assessment methods but generally favored the improvements.

Belknap Vice President Ken Strobel, however, said the Council he was "in favor of the entire project." Belknap owns 200 acres of land within the center.

The Daily Tribune

TUESDAY, JUNE 10, 1986 ROYAL OAK, MICHIGAN *** \$1.40 Week/75 Cents

Troy approves \$13.7 million road plan

By Lena Dell
Troy Staff Writer

The Troy City Council Monday unanimously approved a \$13.7 million road improvement project in the 280-acre Northfield Hills corporate center, launching the largest special assessment effort in the city's history.

The plan includes the expansion of Crooks and Long Lake roads as well as the construction of Corporate Drive and widening of Tower Drive to link the thoroughfare to the west end east.

Strobel, street lighting and landscaping are also planned to give the area a "park-like" setting.

The costs will be shared by the center's corporate tenants and by the city. Construction may begin as early as this summer.

Councilman Alan Lefebvre said the plan offers hope for one of the city's growing high-tech areas and is "the right step to take." Other corporate developments are also planned or under construction within the center, which now houses Belknap, Lasee Industries, Easco, the House Corp and the NED Financial Center.

The city's share of the project is \$13.7 million; other costs are spread among the corporations within the center according to acreage. More than \$300,000 will be donated to firms which have contributed to improvements within the center in the past.

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Components of the Northfield Hills Plan Presented at the Public Hearing of April 28, 1986

- ◆ Tower Drive – Paving and Street Lights
- ◆ Corporate Drive – Paving
- ◆ Long Lake – Widening
- ◆ Crooks – Widening
- ◆ South Corporate Drive (Investment Dr)-Paving
- ◆ **On and Off Ramps from Long Lake to I-75 – Awaiting MDOT Approval**



This Proactive Road Building Project..

- ◆ \$ 13.7 Million total Cost
 - \$ 4.2 Million Right-of-way costs all dedicated by property owners
 - \$ 2.8 Million – City share (bonds)
 - \$ 6.7 Million Special assessed to area property owners (Biltmore, Ex-Cell-O, Kelly Services, NBD, Bellemead etc.)
- ◆ City Council commissioned a study to develop conceptual interchange improvement plans
 - *Resolution #86-1321 : CONTRACT FOR ENGINEERING SERVICES, EXPANSION OF I-75 INTERCHANGE CAPACITY, NORTHFIELD HILLS AREA SPECIAL ASSESSMENT DISTRICT*



1986-88 City Commissioned Study..

♦ Summary of Capacity Analyses

Intersection	Results	Comments
Long Lake / Crooks Road	AM- Over Capacity PM – Near Capacity	
Corporate / I-75 Ramps / Crooks	AM – Over Capacity PM – Over Capacity	Heavy Volumes Accessing I-75
Square Lake / Crooks	AM – Under Capacity PM - Under Capacity	

- ♦ Interchange improvement imminent to provide a higher level of traffic service in the Northfield Hills area

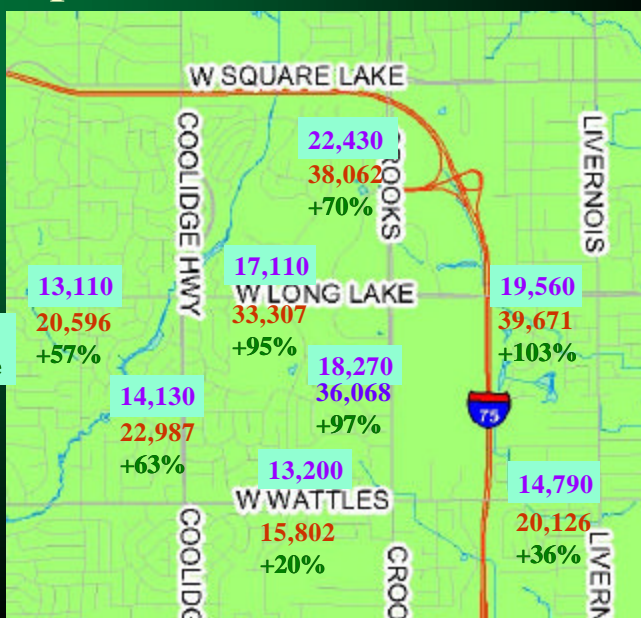


Sample Traffic Volumes

13110-1987 Volume
Vehicles per day –both directions

20596 – 2002 Volume
+57% - Percent Change

**** Projected**
increase in traffic
from 2002 traffic
volumes to year 2025
range between 10%
and 47%





1986-88 Traffic Study

Conceptual Design

- ◆ Eight Alternative designs were developed
- ◆ City requested MDOT to consider the conceptual design alternatives
- ◆ MDOT Recommended:
 - System of Collector – Distributor roads
 - Additional ramps on Long Lake Road
 - A ramp connector to Square Lake
 - Some improvements to the existing Crooks Road ramps



TEDF Funds Allocated for Interchange Improvement Project (date)

- ◆ One of the first projects in the state to get Economic Development Funds
- ◆ Total Project \$18.9 million
 - \$ 9.9 Million State Funds
 - \$ 6.8 Million City Match
 - \$ 2.2 Million Federal Funds
- ◆ MDOT completed - Replace and widen Crooks Road Bridge over I-75
 - Total Cost: \$ 2.5 million



**Estimated
Dwelling Units
2401 (+41%)
Population
6654**

Non-Residential

**Gross Floor Area
3,488,674 (+265%)**

**# of Employees
14,211**



City Population = 81,800

1990



1990s- The Square Lake Connector

- ◆ Final Conceptual Design showed a connector going to Square Lake Road
- ◆ City had objections due to inconsistencies with Master Thoroughfare Plan (Resolution #87-1327)
 - So that Square Lake can more appropriately serve as a residential collector
 - Increased traffic on Square Lake will be in conflict with the Master Plan
 - Adversely impact adjacent residential area (condemnation of 40-50 residences on Houghten)
 - Connector would compel City to improve Square Lake, whereas Crooks and Long Lake have been improved for the purpose of accommodating this traffic



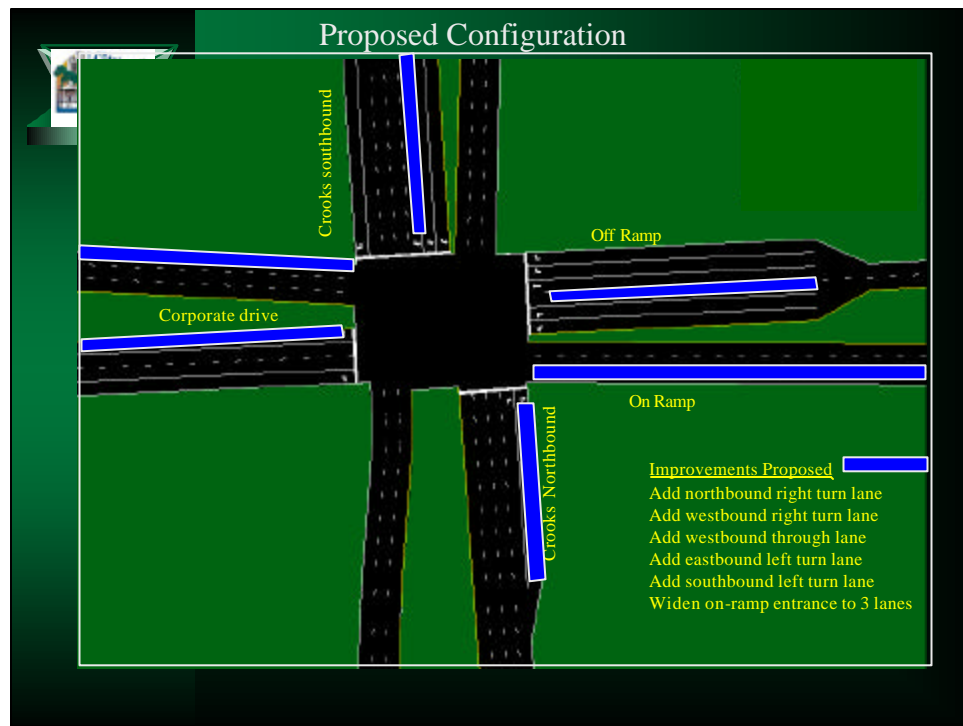
The 1990s

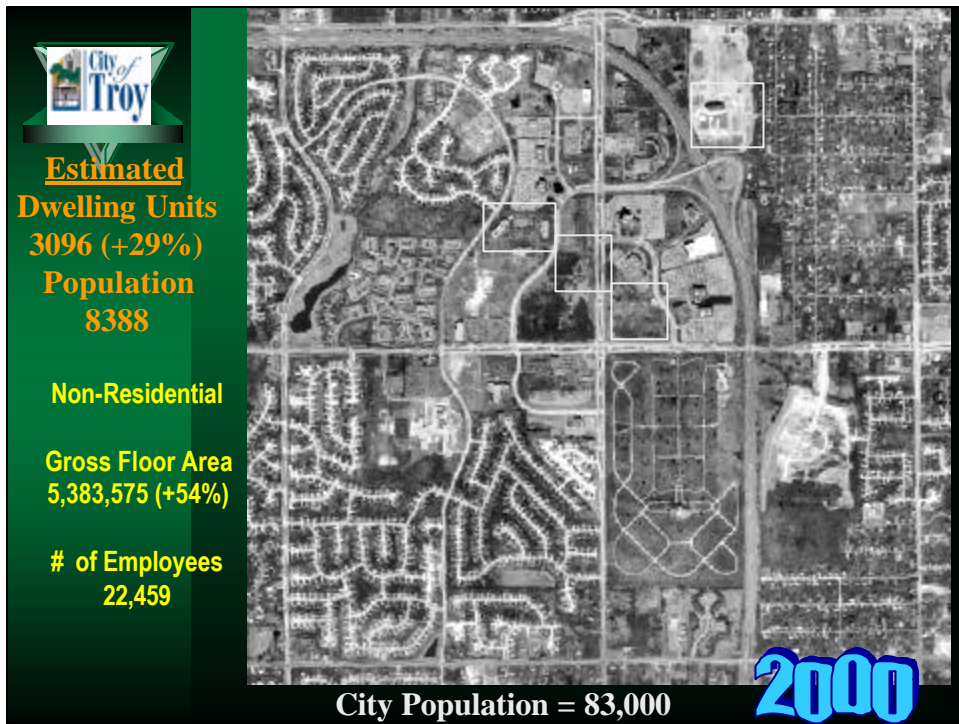
- ◆ The interchange improvement project was delayed due to the Square Lake connector issue
- ◆ City continued to acquire right-of-way for the future improved interchange
- ◆ 1992: MDOT added two turn lanes from I-75 to the Crooks Ramps to facilitate traffic flow (City Council approved this improvement: Resolution #91-446)
- ◆ 1998 – City Council and Management met with MDOT director to request to proceed with the project without the Square Lake connector




The 1990s

- ◆ 1999-2000 - City commissioned HRC to perform a traffic analysis of the area (Resolution #2000-122-E-19)
 - City staff met with MDOT several times
 - Justified the deletion of Square Lake connector with some additional improvements in the area





- 
- ## 2000
- ◆ MDOT submitted an application and received approval for early preliminary engineering for this project and received
 - \$240,000 in 2001
 - \$2,250,000 in 2002
 - ◆ Consultant CH2M Hill under contract with MDOT for Preliminary Engineering



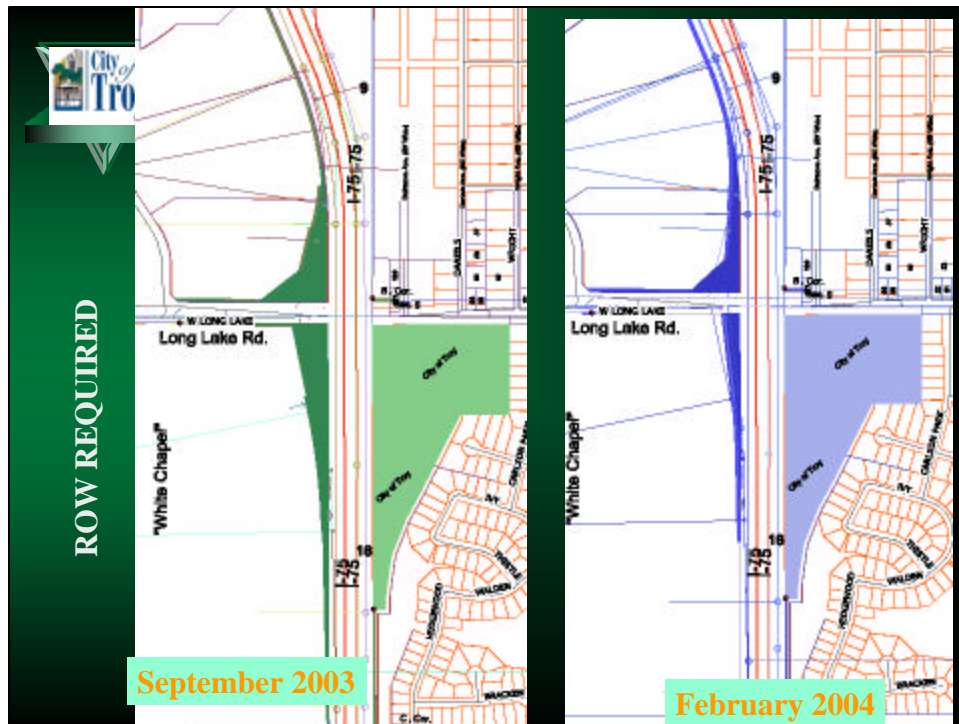
Preliminary Engineering

- ◆ Phase I
 - Development of preliminary plans and right-of-way plans
 - City and MDOT to develop agreement for right-of-way acquisition prior to start of Phase II
- ◆ Phase II
 - Preparation of final plans and specifications
 - Expected completion: end of 2005



Preliminary Engineering Progress

- ◆ August 2001 – Scope Verification Meeting
- ◆ December 2001 – Technical Advisory Meeting
- ◆ February 04, 2002 – consultant presented 4 design alternatives and a combination of 2 alternatives were selected for further consideration
- ◆ Fall 2003 - MDOT presented preliminary ROW plans
- ◆ September 2003: City reviewed plans and worked with MDOT to further reduce required ROW
- ◆ February 2004: MDOT came back with revised plans that showed reduction in required ROW



Troy Eccentric, June 30, 2003

I-75/Crooks Road work back on

Improvements to I-75 at Crooks Road put back on the drawing boards by Gov. Jennifer Granholm will help workers and residents in Troy get to and from work on time.

"It's going to increase the efficiency of the drive time," said Michael DePoli, chairman of the board of the Troy Chamber of Commerce.

"It's going to benefit a lot of people," he said, adding that a lot of drivers get off of I-75 at Big Beaver or Crooks Road and that another exit is needed.

The Troy project was among 17 that were recently reinstated by Gov. Jennifer Granholm.

"The project at I-75 and Crooks has been restored," said Robert Morosi, a

for the Michigan Department of Transportation. The project, which had no date at the time, was reinstated because it will enhance the economic viability of the Troy area.

He said the project, which had no dollar estimate at the time, was restored because it will enhance the economic viability of the Troy area.

"Making sure that Michigan has a strong transportation system is a key component to ensuring that we continue to be a magnet state for new business growth. These projects also will help eliminate traffic congestion in our communities" she said.

It's expected that the projects will



Next Steps..

- ◆ ROW Contract execution between Troy and MDOT
- ◆ Spring - Fall 2004: Final right of way plans completed and transmitted to City of Troy for ROW acquisition
 - Prepare legal descriptions
 - Hire appraisers / get appraisals
 - Make good faith offers
 - Property acquisition



Estimated
Dwelling Units
3120
Population
8388

Non-Residential

Gross Floor Area
5,634,297 (+5%)

of Employees
23,588

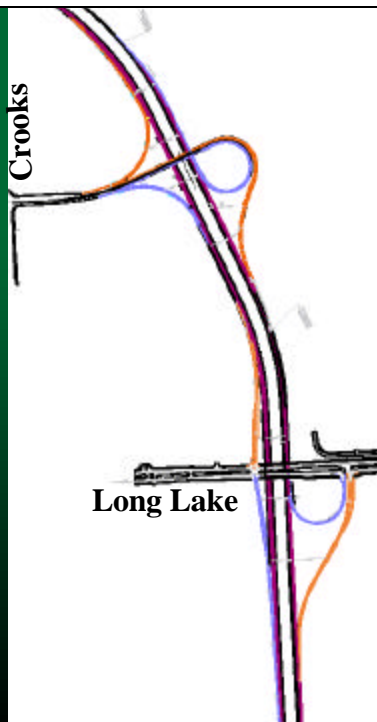


City Population = 85,000

2002



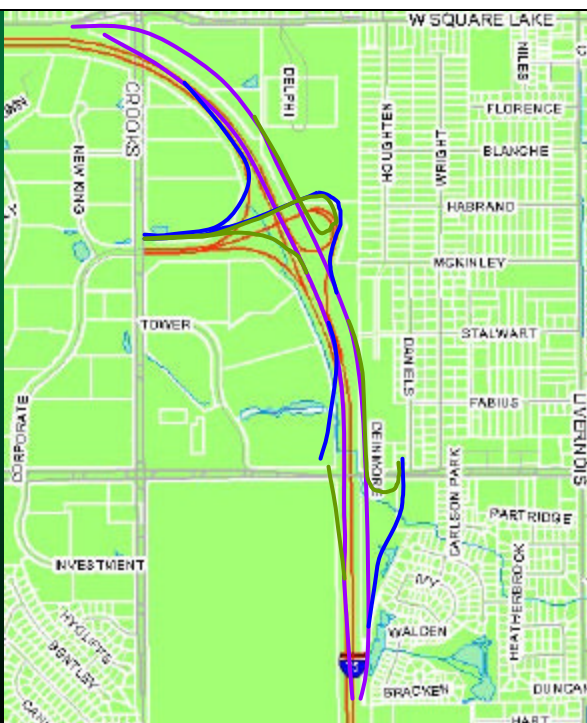
Conceptual Design



Conceptual Design

Not To Scale

Number of accesses to I-75 = 2





CORRIDOR SIMULATION (CORSIM)

**Network modeled includes the square
mile bound by Crooks, Long Lake,
Livernois and Square Lake**

*CORSIM – Software developed for the United States Department
of Transportation, Federal Highway Administration by the
Oakridge National Lab. Widely used all over the country for
traffic simulation studies*



CORSIM Simulation Analysis

Comparing 2025 Traffic with and without interchange
improvements

Measures of Effectiveness	Without Proposed Interchange*		With Proposed Interchange	
	AM Peak	PM Peak	AM Peak	PM Peak
Average Speed (mph)	17.15	10.93	28.43	21.51
Vehicle Hours of Travel (VHT)	1778.53	2896.56	1418.83 (20% lower)	1864.89 (36% lower)

* includes 5 lane geometry on Livernois



Level of Service

- ◆ Provides a measure of performance of the current roadway system
- ◆ In terms of the average stopped delay per vehicle for a 15-min. analysis period

LEVEL OF SERVICE	Stopped Delay per Vehicle (Seconds)
A	≤ 10
B	>10 to ≤ 20
C	>20 to ≤ 35
D	>35 to ≤ 55
E	>55 to ≤ 80
F	>80



Level of Service

Intersection	2025 Volumes Without Proposed Interchange *		2025 Volumes With Proposed Interchange	
	AM Peak	PM Peak	AM Peak	PM Peak
Crooks and Square Lake	C	D	B	C
Crooks and I-75 Ramps	E	F	C	C
Crooks and Long Lake	C	C	B	B
Long Lake and I-75 On Ramp	-	-	B	B
Long Lake and I-75 Off Ramp	-	-	C	B
Long Lake and Livernois	D	F	B	B



Other Impacts

Arterial Network

Air Pollution

Air Pollution Sources	Without Proposed Interchange		With Proposed Interchange	
	AM Peak	PM Peak	AM Peak	PM Peak
Hydrocarbons Grams/mile	47.68	44.85	36.35 (24% reduction)	36.17 (19% reduction)
Nitrous Oxides Grams/mile	92.37	88.14	83.14 (10 % reduction)	82.95 (6 % reduction)
Carbon Oxides Grams/mile	693.68	659.65	573.26 (17 % reduction)	579.36 (12% reduction)

Fuel Consumption

	Without Proposed Interchange		With Proposed Interchange	
	AM Peak	PM Peak	AM Peak	PM Peak
Fuel Consumption Gallons	1372	2106	1285 (6 % reduction)	1757 (17% reduction)



Traffic Crash Analysis

Source: Traffic Improvement Association of Oakland County

Traffic Crash Reductions Estimated

LOCATIONS	EXISTING (2001- 2003)	BUILD	NO BUILD
Ramps	19	32	35
I-75 (Crooks to Wattles)	148	349	349
Square Lake and Crooks	25	37	44
Crooks (Sq. Lk. to Long Lk.)	56	74	85
Long Lk. (Crooks to Livernois)	55	99	122
Long Lake and Crooks	47	87	91
TOTALS:	350	685	719

Existing traffic crash trends (2001-2003) were extrapolated for 2025 using projected traffic volumes

Note: Traffic congestion is a major contributor to traffic crashes, including severe injury-producing crashes, such as lane changes/stopping and starting.



Impact on Troy High?

Very minimal

- ◆ The improvements will “redistribute” trips in the Long Lake / Crooks / Square Lake / Livernois area making it more efficient.
- ◆ Existing traffic patterns in front of Troy High can be expected to continue
- ◆ Very minimal increase may be expected - if any



Traffic Volume Comparisons

Build and No Build Scenarios

- ◆ Crooks Road: reduction up to 25%
- ◆ Crooks Road ramps – reduction up to 53%
- ◆ Long Lake Road
 - One segment shows increase of 12% (no detriment to Level of Service – adequate capacity proactively provided)
 - Reductions seen in some sections up to 12%
- ◆ Square Lake Road - reduction up to 5%



Noise Analysis

- ◆ MDOT performed a complete noise analysis
- ◆ Ambient noise level measurements were taken at 12 locations both east and west of I-75
- ◆ Noise levels were projected to 2025 noise levels with and without the improvement
- ◆ Changes in noise levels were between –2 decibel to +3 decibel (3 decibel change is barely perceptible to the human ear)
- ◆ MDOT criterion states “noise impact” occurs if predicted noise levels are 10 decibels over ambient noise levels” report concludes ‘*..changes in noise levels are well below the MDOT definition of “substantial” increase*’



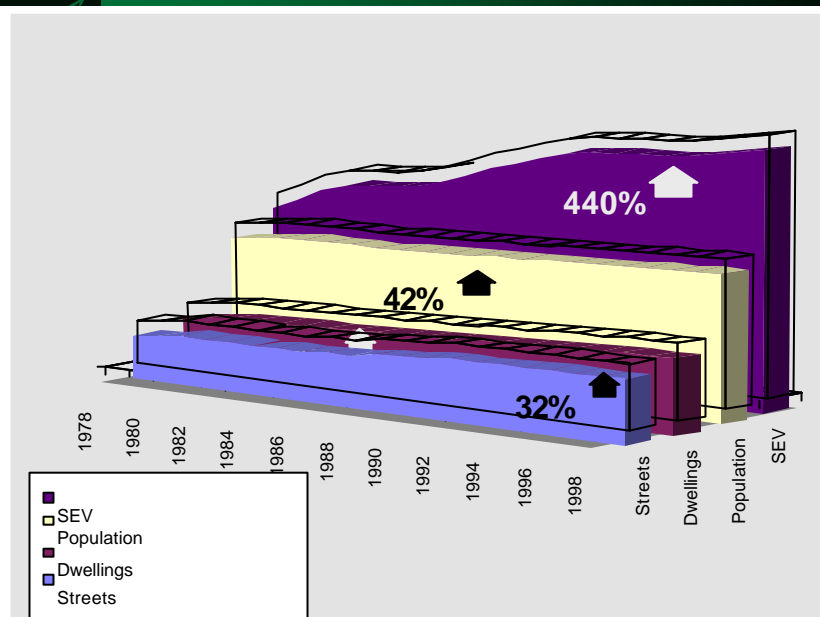
Noise Monitoring Locations

- 1 Hilton Hotel on Crooks Rd.
- 2 A Vacant lot in field of grass. SE quadrant of Crooks Rd. and Square Lake Intersection
- 3 Embassy Suites, SE parking lot in grassy area
- 4 Residence, 467 McKinney St.
- 5 Residence, 4945 Carlson Park Dr.
- 6 SE quadrant of I-75/Crooks Rd. Interchange
- 7 Residence, 4491 Hedgewood Dr.
- 8 Residence, 413 Thistle Ln.
- 9 Residence, 466 Paragon Dr.
- 10 Residence, 460 Lange Dr.
- 11 Three Oaks Apartment Complex
- 12 White Chapel Cemetery



Impact on Crime..

- ◆ No correlation determined







ECONOMIC DEVELOPMENT

- ◆ Northfield Corporate Center Impact
 - Retention efforts
 - Attraction efforts
- ◆ This interchange will impact an area that has:
 - market value of \$710 million (taxable value 300 million)
 - generates over \$13,800,000 real property taxes (2004)
- ◆ 48 corporate buildings (5,646,000 sq. ft.)
 - over 200 companies
 - 25,000 employees
- ◆ 23 acres of vacant land



ROW Purchased / Reserved for the project

<u>PARCEL</u>	<u>ACREAGE</u>	<u>YEAR ACQUIRED</u>	<u>COMPENSATION</u>
Robertson Brothers Development	14.08 Acres	1989	\$900,000
Delphi	.63 Acres	2000	First Amended Consent Judgment
Ahmadayya Movement in Islam	6.67 Acres	2002	\$1,357,000
Turowski-Long Lake, L.L.C.	2.55 Acres	2001	\$649,000
TOTAL	23.93 Acres		\$2,906,000

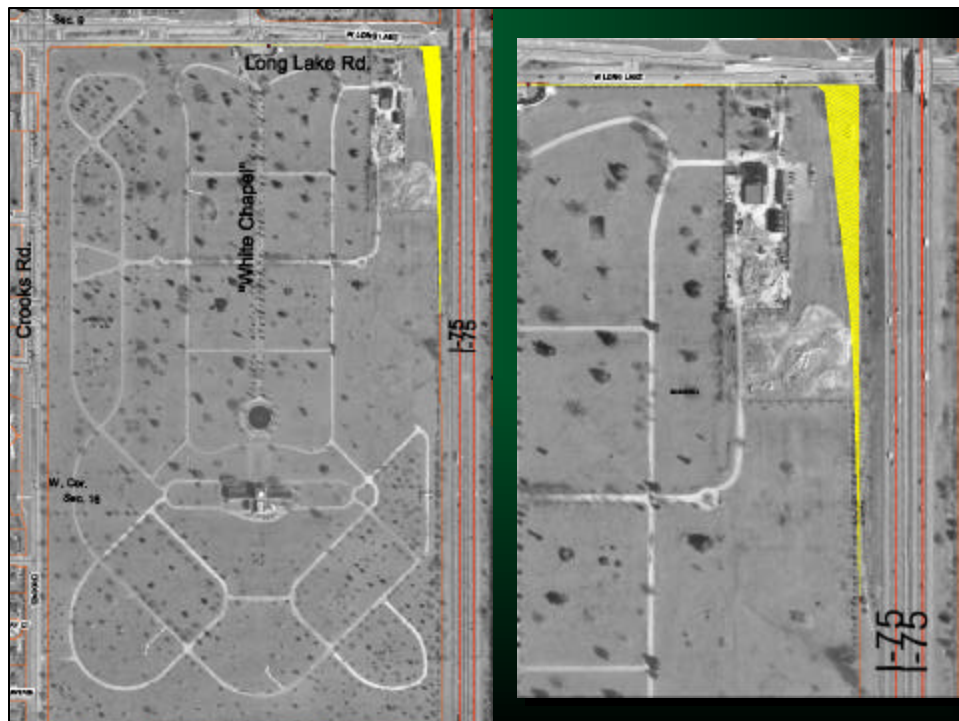
This does not include the 1992 acquisition of property for the Long Lake Phase I project, East of I-75 to East of Falmouth at a cost of \$820,000 for a four lane landscaped boulevard in anticipation of the future I-75/Crooks/Long Lake Interchange Improvements



Remaining Estimated Fee Right-of-way Acquisition Areas

<u>OWNER</u>	<u>SQUARE FEET OF FEE RIGHT-OF-WAY</u>
White Chapel	51,550
Gale & Wentworth	97,249
Other	23,675
TOTAL	172,474 or 3.96 Acres

The City of Troy has acquired 86% of the fee right-of-way required for this project or 23.93 acres out of a total of 27.75 acres





Some Points of Public Contact

D. 12/9/14	Report/Comm	#86-1321; Contract for Traffic Engineering Services, Expansion of I-75 Interchange Capacity in the Northfield Hills Area Special Assessment District...	75 istrict
9/14/87	Report/Comm	Report Concerning I-75/Crooks Interchange Expansion (Noted and Filed)	
11/2/87	Study	Joint Meeting with Planning Commission	
11/2/87	Study	#87-1327; Plan Alternatives..I-75/Crooks Road..Development of a plan to expand interchange facilities in the I-75 / Crooks road has been assigned a high priority by both the City Council and the Planning Commission... ...most appropriate conceptual plan ..should include new ramps to and from I-75 at Long Lake Road, and a collector distributor road system adjacent to I-75 mainline lanes	da In d
	Session	Among other topics, problems with I-75 capacity and interchange	
11/16/94		#94-981; ROW Agreement 68.6 acre parcel on the east side of I-75 and south of Long Lake Road...to acquire rights-of-way for an interchange at I-75 and Long Lake Roads....	16-
		022, Oakland County Records.	



Some Points of Public Contact

11/21/99	Report/Comm	Letter from Senator Bullard Regarding Support of Long Lake/Crooks	
11/26/99	Study Session	One of the 3 topics was "I-75/Crooks Interchange Report" – Richard Beaubien -- HRC	n 3
11/26/99	Study Session	Park & Ride locations in Troy Today. Seek RFP's from transportation consultants to conduct a study of Troy's transportation needs. One of the 3 topics was "I-75/Crooks Interchange Report" – Richard Beaubien, Transportation Director of HRC, explained their alternative roadway networks in the area of the Square Lake/Crooks/I-75 corridor to	
11/26/99	Study Session	#2000-48; Approval of Proposal from HRC, Inc. for Additional Services Relative to I-75/Long Lake Interchange Improvements Details: cost not to exceed \$17,000	he ong es
		Details: cost not to exceed \$17,000	



Points of Public Contact

#2001-01-021; Request for Approval to Retain the Professional Services of Independent Fee Appraiser(s) to Appraise Property for Future Long Lake/I-75 Ramps. Details: amount not to exceed \$35,000

7/9/01 Resolution #2001-07-342; Approval of Purchase Agreement – Turowski-Long Lake, L.L.C. ... Proposed I-75/Long Lake Interchange – Sidwell #89-

#2001-07-342; Approval of Purchase Agreement – Turowski-Long Lake, L.L.C. ... Acquisition of property for the proposed I-75/Long Lake Interchange for \$649,000 plus closing costs

1 Council Re: I-75, Crooks, and Long Lake Roads Interchange Project

10/15/01: Report and Communications: Memo from City

2 Management to City Council Re: I-75, Crooks, and Long Lake Roads Interchange Project Scope Verification Meeting

3/18/02 Resolution #2002-03-174; Approval of Purchase Agreement – The Ahmadiyya Movement in Islam, Inc. ... Proposed I-75/Long Lake Interchange

#2002-03-174; Approval of Purchase Agreement – The Ahmadiyya Movement in Islam, Inc. ... Acquisition of property for the proposed I-75/Long Lake Interchange for \$1,357,000 plus closing costs

Lake Interchange Project (Noted and Filed)



CITY OF TROY
THIS LAND DESIGNATED FOR
CONSTRUCTION OF I-75
ACCESS RAMPS PROJECTED
CONSTRUCTION

FOR INFORMATION CONTACT:
CITY OF TROY
ENGINEERING 524-3383

Sign on Long Lake Road installed early 1990s



Community Impact

◆ Impact of Withdrawal

- Financial costs
 - \$3.7 Million spent (ROW)
 - \$2.5 Million (PE)
 - Potential Additional costs for City
- Legal implications
- Credibility (with residents, businesses, State & other levels of government, etc.)
 - For future ROW acquisitions
 - For state and federal road funding



Questions??